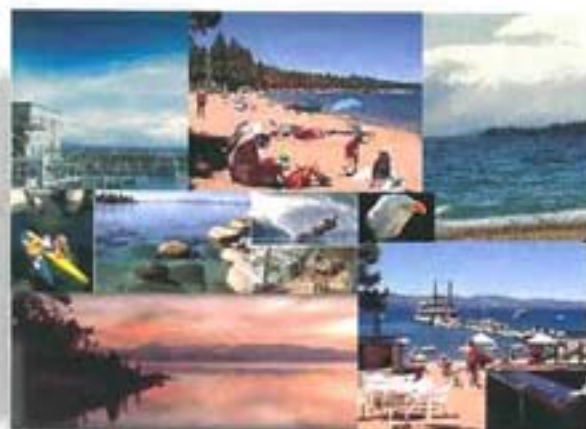


# **Appendix M. Kings Beach Commercial Core Parking Study**

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*Prepared for the*

*Prepared by*



# KINGS BEACH COMMERCIAL CORE PARKING STUDY

## *Study Report*

*Prepared for*

Placer County Department of Public Works

*Prepared by*

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January 24, 2003

LSC #017660  
Kings Beach Draft Parking Study.wpd

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# Chapter 1

## Introduction

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The Kings Beach community is located in Placer County, California along the north shore of Lake Tahoe near the California / Nevada state line. In 1996, in conjunction with the Tahoe Regional Planning Agency (TRPA), Placer County completed and adopted a *Community Plan* for the Kings Beach commercial core area. The *Community Plan* presents a vision for the commercial area, and a description of a number of projects to make the vision a reality. The proposed *Kings Beach Commercial Core Improvement Project* will provide a number of the improvements described in the *Community Plan* along the Highway 28 commercial corridor between Highway 267 and Chipmunk Street, including pedestrian, bicycle, parking, and roadway improvements, along with water quality control improvements.

As part of this work, the County has retained LSC Transportation Consultants, Inc. as a sub-consultant to Harding Lawson Associates, Inc. to conduct a parking study for the commercial core area. This study is intended to evaluate existing parking deficiencies, assess the impacts of proposed streetscape improvements, evaluate potential parking improvements, and provide a plan for recommended improvements. This *Technical Memorandum* is an initial working document, intended to determine community needs for additional parking in Kings Beach, as well as the impact of proposed streetscape program. Specifically, the following information is presented in this document:

- ▶ Existing public and private parking supply.
- ▶ Existing parking utilization
- ▶ Existing and future parking demand, including the impacts of development.
- ▶ The impact of the proposed Improvement Project on existing parking supply.

Within this document, the future parking balance (shortfall or surplus) is identified on a block-by-block basis throughout the study area, and used to identify the level of and appropriate location for additional parking supply. This information forms a quantitative basis for ongoing decision-making regarding the specific location and size of new community parking facilities, as well as the potential for other potential parking management strategies.

## Chapter 2

# Existing Parking Supply and Demand

---

The basis of any good plan is a clear understanding of existing conditions. This chapter presents information regarding both existing parking supply in the commercial core area, as well as parking demand for existing uses based upon the existing parking code. A spreadsheet-based analysis of parking supply and demand, on a parcel-by-parcel basis was conducted by LSC, Inc. This analysis includes the following elements:

- ▶ An inventory of existing parking supply, including measurements of highway and side-street locations where parking is possible;
- ▶ An analysis of existing parking requirements per Placer County Code; and
- ▶ A comparison of existing parking supply and demand

This chapter is intended to summarize existing parking conditions within the Kings Beach Commercial Core. The study area may be seen in Figure 1.

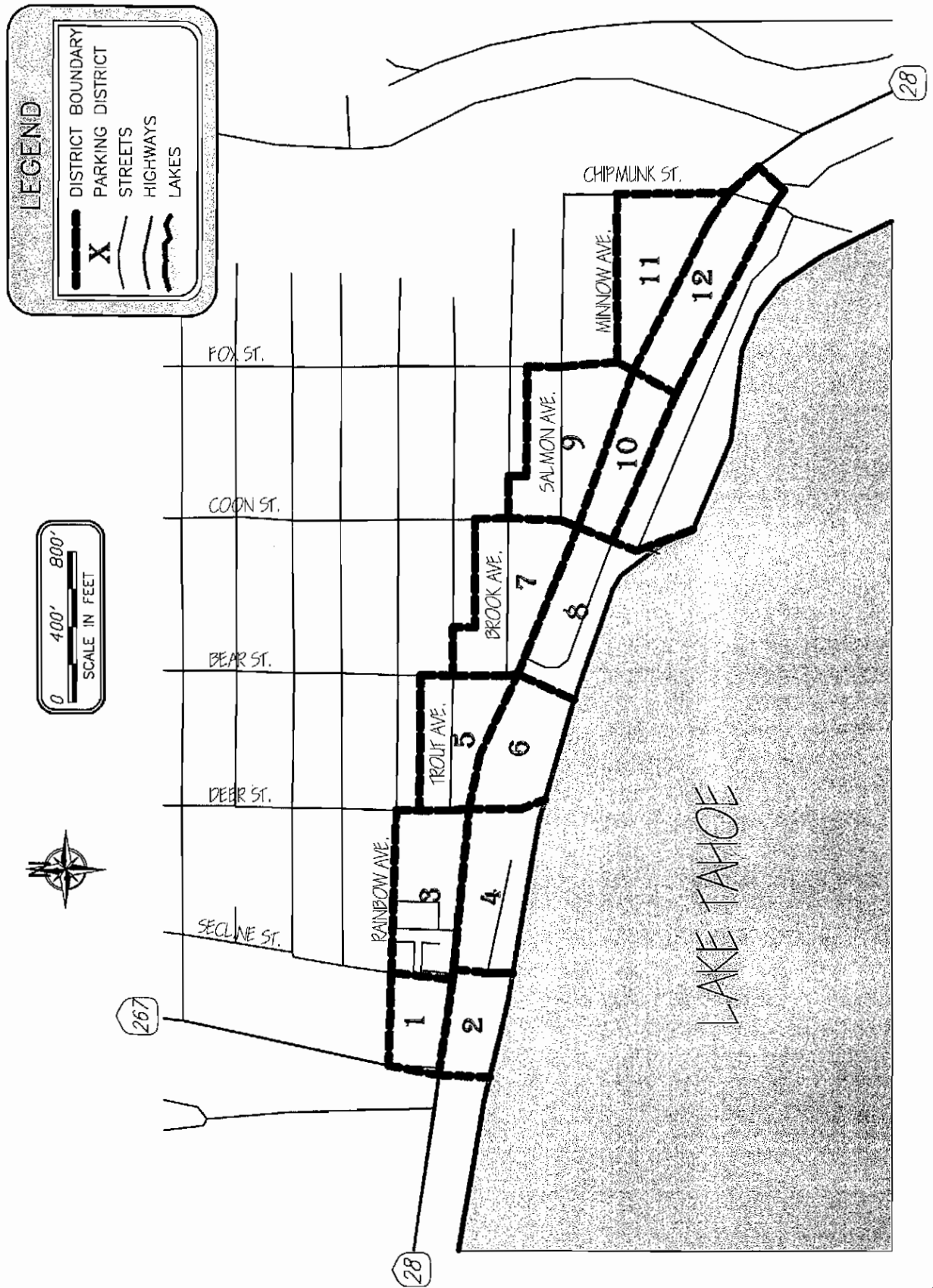
An important consideration of this study is that the study area is too large to be evaluated as a single parking area. As the area is almost a mile in length, availability of parking at one end of the study area does not necessarily indicate adequate parking conditions at the other end. Typical motorist behavior (except in unusual parking conditions such as large sporting events) is to desire to park within a few hundred feet of a desired destination. As a result, it is necessary to evaluate parking conditions at a geographic scale in keeping with typical parking search and driver walking patterns. As indicated in Figure 1, twelve “parking districts” have been developed to aid the evaluation of parking demand/supply in the various portions of Kings Beach’s commercial area. These districts are defined by the State Highway (designated as “North” and “South”), and by each of the north/south intersecting streets.

## EXISTING PARKING SUPPLY

LSC Transportation Consultants, Inc. staff conducted a survey of all existing parking spaces within the Kings Beach Commercial Core study area, utilizing property plat maps and distance measuring equipment. Table 1 summarizes the results of this survey, disaggregated into the twelve Parking Districts. Due to the informal nature of the development and roadway pattern, the existing parking supply is, of necessity, an approximation, due to the following limitations:

- ▶ When defining the various parking locations during the visual survey of Kings Beach, it is not possible to precisely determine the location of parcel boundaries for the parcel by parcel analysis.
- ▶ Many parking areas and lots within Kings Beach are not striped. The number of spaces in such lots has been estimated based upon how many vehicles could reasonably fit in the designated area. Depending upon individual driver behavior, the actual number of vehicles

FIGURE 1  
KINGS BEACH PARKING DISTRICTS





**Table 1: Kings Beach Existing Parking Supply by Parking District (Including Residential and Lodging Properties)**

Parking District	Description	Number of Parking Spaces						Total Parking Spaces		
		Highway Right-of-Way	Side-Street (1)	All Private Spaces in Developed Lots		Vacant Lot	Disabled Spaces	Including Vacant		Excluding Vacant Lots (2)
				Lots	Spaces			Lots (2)	Spaces	
1	North SR 267 to Secline	8	0	21	0	0	0	29	29	29
2	South SR 267 to Secline	2	0	21	0	0	0	23	23	23
3	North Secline to Deer	8	18	184	0	0	1	210	210	210
4	South Secline to Deer	5	26	219	0	0	2	250	250	250
5	North Deer to Bear	12	10	103	0	0	2	125	125	125
6	South Deer to Bear	11	0	73	0	0	4	84	84	84
7	North Bear to Coon	16	47	203	12	8	8	278	266	266
8	South Bear to Coon	11	0	107	0	2	2	118	118	118
9	North Coon to Fox	14	27	180	54	5	5	275	221	221
10	South Coon to Fox	6	0	99	0	0	0	105	105	105
11	North Fox to Chipmunk	18	50	128	0	2	2	196	196	196
12	South Fox to Chipmunk	20	0	105	0	0	0	125	125	125
<b>TOTAL STUDY AREA</b>		<b>131</b>	<b>178</b>	<b>1,443</b>	<b>66</b>	<b>26</b>		<b>1,818</b>		<b>1,752</b>

Note 1: Including both spaces on public right-of-way and spaces on private land accessed directly from public right-of-way.

Note 2: Not including disabled spaces which are not available for general public use.

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that can be accommodated in an unmarked parking lot can vary. Therefore, the number of spaces recorded may differ from the maximum number of vehicles parked at any one time.

- ▶ Much of the on-street parking is also not striped. In general, the following assumptions were made:
  - ▶ During periods of peak demand, drivers will park wherever adequate space is available, as long as the vehicle can be reasonably accommodated and there are no visible “no parking,” “reserved,” or “private property” signs. Reasonable clearance near intersections and fire hydrants was also assumed.
  - ▶ In parallel parking areas, the amount of space needed to park a vehicle depends upon the vehicle size, driver behavior, and whether the space is bound on either side by obstacles or other vehicles. For the purposes of this study, the Placer County standard of 22-foot per legal parallel parking space is assumed.
  - ▶ While Table 1 presents legal parking space quantities, in actuality there is a substantial number of spaces in Kings Beach used for parking that do not meet legal parking standards for width, length, or distance from an intersection or hydrant. Although these spaces are not legal parking spaces and have been factored out of the existing parking totals, they may currently be used during peak parking conditions.
  - ▶ In areas where the depth is reasonable to allow room for angled parking, each angled parking space is assumed to require 11 feet of curb space. This curb length is required to accommodate 60-degree angled parking. Generally, in parking areas which are not striped, people tend to park at this angle.
- ▶ The Kings Beach commercial core includes a considerable number of empty lots covered in dirt or grass. While these lots are not designated for parking, a small number of cars were observed to be parking in them. Therefore, the number of cars that could fit on these lot was estimated and recorded. In the future these empty lots will not necessarily be available for use as parking areas. Two separate analyses were done to estimate available parking in Kings Beach - one using these empty lots for vehicle storage and one eliminating these lots as possible parking supply.

As shown in Table 1, the study area has a total of 1,818 parking spaces (including the on-street parking and possible empty lot parking). Of these 1,818 parking spaces, 131 spaces are located along the Highway 28 right-of-way, 178 spaces are on-street parking spaces located on the various side-streets off of the main highway, 1,443 are located in various parking lots throughout Kings Beach, and 66 accessible potential parking spaces are located in vacant lots throughout the community. In addition, there are 26 parking spaces which are marked as disabled spaces (not available for general public use) and are excluded from the calculations of total parking supply. Table 1 also summarizes the existing parking supply excluding parking on empty lots. The exclusion of these spaces results in a total of 1,752 legal parking spaces available to the general public.

The existing parking supply can also be separated into commercial parking, residential parking, and parking for tourist accommodations. Private spaces on residential and lodging properties were removed from the parking analysis in order to focus on the needs of commercial and recreational uses, and to reflect the fact that few if any lodging or residential property owners typically allow parking for other businesses or activities. This approach is based on the reasonable assumption that (a) lodging or residential properties either provide adequate on-site parking, or that (b) their peak parking demand occurs in the overnight hours when the relatively low commercial and recreational parking demand yields more than adequate availability of on-street spaces.

Based on the LSC survey of available parking, 617 parking spaces within the study area are located at residential and lodging properties. As shown in Table 2, exclusion of these properties results in a total of 1,201 commercial parking spaces, including 66 parking spaces located on vacant lots. This total includes 168 parking spaces in the Conference Center and public beach parking lot. More detailed data regarding the existing parking survey is available in Appendix A.

## EXISTING PARKING REQUIREMENTS

While parking accumulation count data was collected as part of this study, it was considered appropriate for this study area to evaluate the potential parking demand (as determined by the Placer County parking code requirements). As many of the commercial properties are currently underutilized, current parking accumulation does not reflect the probable parking demand once community revitalization has expanded business activity (and associated parking generation).

The *Lake Tahoe Region of Placer County North Tahoe Community Plans Documents* (adopted April 30, 1996) contains a *Parking Demand Table* which represents a minimum parking demand or requirement for projects of various types. This information is presented in Appendix B. These parking requirements were applied in order to identify the required number of parking spaces for each non-residential parcel within the study area.

Land use quantities for each parcel within the study area were identified from Placer County parcel records and telephone conversations with various businesses. This data is provided in Appendix C. Using the land use information for commercial properties, between 939 and 1,033 (minimum and maximum according to *Placer County Parking Code*) parking spaces are necessary to accommodate commercial parking demand, not including lodging and residential properties.

However, it is important to take into account that parking requirements may be overstated if they simply calculate space for the peak parking accumulations of each individual land use. More realistically, the peak parking for individual land uses in a mixed-land use development occurs at different times, which allows for "shared parking" -- accommodating the peak parking needs of various land uses with a parking supply less than the sum of the peak demand for each individual land use. Experience indicates that combining land uses for adjacent properties results in a demand for parking that is less than the demand generated by separate freestanding developments of similar size and character (*Shared Parking*, ULI-the Urban Land Institute, 1983). For

<b>TABLE 2: Kings Beach Commercial Parking Supply by Parking District (Excluding Residential and Lodging Properties)</b>						
Parking District	Description	Number of Available Commercial Parking Spaces				
		Commercial Parking Spaces Available in Lots (1,2)	Highway Right-of-Way	Side-Street	Total Commercial Parking	
					Including Vacant Lots (2)	Excluding Vacant Lots (2)
1	North SR 267 to Secline	21	8	0	29	29
2	South SR 267 to Secline	2	2	0	4	4
3	North Secline to Deer	88	8	18	114	114
4	South Secline to Deer	36	5	26	67	67
5	North Deer to Bear	71	12	10	93	93
6	South Deer to Bear	73	11	0	84	84
7	North Bear to Coon	121	16	47	196	184
8	South Bear to Coon	107	11	0	118	118
9	North Coon to Fox	110	14	27	205	151
10	South Coon to Fox	76	6	0	82	82
11	North Fox to Chipmunk	59	18	50	127	127
12	South Fox to Chipmunk	62	20	0	82	82
<b>TOTAL STUDY AREA</b>		<b>826</b>	<b>131</b>	<b>178</b>	<b>1,201</b>	<b>1,135</b>
Note 1: Excludes residential and lodging properties in order to accurately assess available supply and demand for commercial properties. Note 2: Not including disabled spaces which are not available for general public use.						
					KB Parking Demand Final.wb3	

instance, a theater (with a peak parking need in the evening) might use public parking spaces that are used during the mid-day for recreational beach parking.

Appendix D presents the results of a conservative shared parking analysis on a parcel by parcel basis. Within each Parking District, the period of peak parking demand is determined. The percent of maximum parking during the peak period is determined for those land uses which are expected to have significantly lower parking demand during this time. This percentage of parking demand which occurs during each Parking District's peak period of demand is multiplied by the parking demand as defined by the County Code. For example, in Parking District 11, the peak period of parking demand is expected to be during the evening due to the Brockway Theater and the multiple dinner restaurants located in this area. Various businesses such as Pacific Bell, Showplace Fine Home Furnishings and the Car Wash would have less than 100 percent parking demand during the evening hours. This presents a more realistic estimation of demand by reducing overall demand to account for the shared use of parking.

Parking demand by Parking District, as based on peak *shared* parking demand, is shown in Table 3. As shown, total peak parking demand is reduced (by 21) to 918 when shared parking is accounted for.

## **COMPARISON OF EXISTING PARKING SUPPLY AND DEMAND**

Table 3 also presents an analysis of commercial parking supply as compared to demand. By comparing parking supply and demand, an estimation can be made of the existing parking shortfall or excess supply for each parcel, each Parking District, and for the study area in total. Table 3 indicates that for the entire study area the minimum parking requirements are met with an excess of 217 parking spaces. However, Parking District 8 (South Bear to Coon) shows a parking shortfall of 82 parking spaces. It should be noted that these figures do not reflect unusual parking conditions, such as periods of particularly high recreational beach parking, special events, or the loss of parking at the North Tahoe Conference Center for special events.

## **DISABLED PARKING STANDARDS**

Although Placer County has no minimum disabled parking standards, the Americans with Disabilities Act of 1991 did create some guidelines for the amount of disabled parking spaces needed for different lots. These guidelines are summarized in Table 4. Any future parking lots developed for Kings Beach would need to meet these requirements.

## **SPECIAL EVENTS IN KINGS BEACH**

The North Tahoe Conference Center is the location of many special events. These events include the Fourth of July celebration, conferences, classes, workshops, weddings and more. These events create an increased demand for parking and, in some cases, actually reduce the number of available parking spaces. The North Tahoe Conference Center parking lot is the home for certain special events throughout the peak summer season between Memorial Day and Labor Day.

**TABLE 3: Kings Beach Commercial Parking Demand by Parking District**  
(Excluding Residential and Lodging Properties)

Parking District	Description	Total Supply of Commercial Parking (1, 2)	Total Peak Shared Parking Demand (1, 3)	Supply Minus Demand	Parking Demand Supplied
1	North SR 267 to Secline	29	12	17	242%
2	South SR 267 to Secline	4	4	0	100%
3	North Secline to Deer	114	105	9	109%
4	South Secline to Deer	67	24	43	279%
5	North Deer to Bear	93	41	52	227%
6	South Deer to Bear	84	48	36	175%
7	North Bear to Coon	184	142	42	130%
8	South Bear to Coon	118	200	(82)	59%
9	North Coon to Fox	151	112	39	135%
10	South Coon to Fox	82	62	20	132%
11	North Fox to Chipmunk	127	127	0	100%
12	South Fox to Chipmunk	82	41	41	200%
<b>TOTAL STUDY AREA</b>		<b>1,135</b>	<b>918</b>	<b>217</b>	<b>124%</b>

Note 1: Excluding residential and lodging properties in order to accurately assess available supply and demand for commercial properties.

Note 2: Includes all on-highway right-of-way parking and side-street available in each Parking District. Does not include vacant lot parking.

Note 3: According to the *Placer County Parking Demand Table*. Demand estimate accounts for shared parking.

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**Table 4: ADAAG Requirements for Accessibility of Parking Spaces\***

\* For most uses

Total Parking Spaces in Lot From - To	Minimum Number of Accessible Spaces
0 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2 percent of total
1001 - and over	20, plus 1 for each 100 over 1,000

Source: *Americans with Disabilities Act Accessibility Guidelines*

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There are four to five Craft Fairs each summer which use the east end of the parking lot for booth space. These fairs, while attracting visitors and creating a need for increased parking, also use 65 of the 165 parking spaces. During these times, the parking deficit would grow to 111 within Parking District 6 and 8 combined. In addition, there are about three times per year when the Conference Center hosts an event which requires the use of the 20 parking spaces closest to the building. These include the Public Utility District's Safety Day and the Fireman's Convention. During these events, these Parking Districts would have a combined parking deficit of 66 spaces. The parking demand that cannot be accommodated within these districts during special events typically "overflow" to adjacent portions of the commercial core area.

## Chapter 3

# Existing Parking Accumulation

---

LSC Transportation Consultants, Inc. staff collected parking accumulation data on Saturday, August 20<sup>th</sup> of 1999 (the third Saturday of August), in an attempt to identify the peak parking demand over a busy summer weekend day. (This was the first weekend that counts could be conducted, given the schedule for the study). The parking accumulation survey was performed from 10:00 A.M. to 4:00 P.M. within the study area. Parking areas were surveyed three times each, on a schedule of every two hours. The parked cars were first counted west to east on the section south of SR 28 and then east to west on the section north of SR 28. As it was determined that this weekend is generally less busy than other weekends earlier in the summer, the counts were factored to approximate the first Saturday of August based upon available Caltrans traffic count data (using August 10, 1996 versus August 24, 1996 traffic totals) provided by the permanent count station located on SR 89 just to the north of Squaw Valley Road (the closest site for which data is available). Based on this data, the observed counts conducted on August 20<sup>th</sup> were increased by a factor of 1.179. It should be noted that the peak visitor activity typically occurs over the 4<sup>th</sup> of July weekend, rather than the first weekend in August; as a result, these parking accumulation figures can be considered to represent conditions during a busy weekend, rather than a peak weekend.

### **PARKING ACCUMULATION - ALL PARCELS (INCLUDING RESIDENTIAL AND LODGING FACILITIES)**

The results of the parking accumulation counts may be seen in Table 5, which summarizes each count interval by Parking District (including on-highway and side-street parking). As shown, the maximum number of parked vehicles was observed to occur between 12:00 Noon and 2:00 PM, when a total of 1,041 vehicles were parked in the study area (51 percent of total available parking supply). The overall maximum observed occupied spaces totals 1,052 parked vehicles.

Table 5 also summarize the percent of parking supply utilized by each zone. The accumulation study suggests there is not a significant parking shortage in Kings Beach on an *overall* basis (due to the presence of available parking in some of the more outlying portions of the study area), with utilization ranging from 57.8 percent to 60.0 percent (depending upon whether vacant lot parking is included). As discussed previously, however, this area is too large to be considered as a single parking area, as drivers will not typically walk the distances from the outlying areas to the areas of parking shortages. Parking shortages were observed in the following areas, if the vacant lots parking are not considered:

- ▶ **Parking District 6** (South Deer to Bear) is estimated to attain 116.5 percent utilization on a peak day, with 14 more cars in the area as compared to the legal parking supply.
- ▶ **Parking District 8** (South Bear to Coon) is estimated to attain 125.9 percent utilization on a peak day, with 31 more cars in the area as compared to the legal parking supply.



**Table 5: Estimated Existing Peak Summer Parking Utilization by Parking District**

District	Description	Total Number Spaces			Number of Spaces Occupied (1)				Maximum Occupied Spaces (1)	Supply Minus Demand		Percent Utilization	
		Including Vacant Lots	Excluding Vacant Lots		10 am to 12 pm	12 pm to 2 pm	2 pm to 4 pm			Including Vacant Lots	Excluding Vacant Lots	Including Vacant Lots	Excluding Vacant Lots
1	North SR 267 to Secline	29	29		12	9	9	12	12	17	17	40.7%	40.7%
2	South SR 267 to Secline	23	23		14	18	14	18	18	5	5	76.9%	76.9%
3	North Secline to Deer	210	210		108	119	98	119	119	91	91	56.7%	56.7%
4	South Secline to Deer	250	250		126	126	129	129	129	121	121	51.4%	51.4%
5	North Deer to Bear	125	125		95	95	74	95	95	30	30	76.4%	76.4%
6	South Deer to Bear	84	84		67	92	98	98	98	(14)	(14)	116.5%	116.5%
7	North Bear to Coon	278	266		123	159	136	159	159	119	107	57.3%	59.8%
8	South Bear to Coon	118	118		114	149	140	149	149	(31)	(31)	125.9%	125.9%
9	North Coon to Fox	275	221		87	88	83	88	88	187	133	32.2%	40.0%
10	South Coon to Fox	105	105		45	66	53	66	66	39	39	62.9%	62.9%
11	North Fox to Chipmunk	196	196		46	59	52	59	59	137	137	30.1%	30.1%
12	South Fox to Chipmunk	125	125		58	60	59	60	60	65	65	48.1%	48.1%
<b>TOTAL STUDY AREA</b>		<b>1,818</b>	<b>1,752</b>		<b>896</b>	<b>1,041</b>	<b>944</b>	<b>1,052</b>	<b>1,052</b>	<b>765</b>	<b>700</b>	<b>57.8%</b>	<b>60.0%</b>

Note 1: Parking counts conducted 8/24/95 factored to first Saturday of August based upon ratio of first Saturday to 8/24 Caltrans traffic count data (factor of 1.179). Includes on-highway and side-street parking

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These areas are over capacity due to the number of vehicles which attempt to squeeze in to illegal or potentially unsafe parking spaces. In addition, parking planners typically consider that a parking area is at effective capacity when the number of parked vehicles equals or exceeds 95 percent of the total parking supply, in order to minimize the amount of excess travel generated by drivers searching for the last few parking spaces.

### **PARKING ACCUMULATION - COMMERCIAL PARCELS ONLY (EXCLUDING RESIDENTIAL AND LODGING FACILITIES)**

The results of the parking accumulation counts for the commercial parcels within Kings Beach may be seen in Table 6, which summarizes each count interval by Parking District for private commercial properties only (including on-highway and side-street parking). This maximum parking accumulation by Parking District is also presented in Figure 2. Analyzing commercial parcels, without including residential and lodging properties, gives a better perspective of the parking utilization at businesses within Kings Beach. As shown, the maximum number of parked vehicles was observed to occur between 12:00 Noon and 2:00 PM, when a total of 723 vehicles were parked at various businesses located in the study area. This table, along with Figure 3, also summarizes the parking utilization within each Parking District. The commercial accumulation study suggests that there is a slightly higher utilization at the commercial properties (as compared with all parcels in the study area) with utilization ranging from 61.3 percent to 64.8 percent depending upon whether vacant lots parking are included. Parking shortages were observed in the following areas:

- ▶ **Parking District 2** (South 267 to Secline) is estimated to attain 265.3 percent utilization on a peak day, with 7 more cars in the area as compared to the legal parking supply.
- ▶ **Parking District 6** (South Deer to Bear) is estimated to attain 116.5 percent utilization on a peak day, with 14 more cars in the area as compared to the legal parking supply.
- ▶ **Parking District 8** (South Bear to Coon) is estimated to attain 125.9 percent utilization on a peak day, with 31 more cars in the area as compared to the legal parking supply.

On an individual property basis, 18 businesses and recreational activity centers are forecast to generate peak parking accumulation that exceeds parking supply (as shown in Appendix D).

Figures 4 and 5 graphically represent the commercial parking accumulation by Parking Districts 1 through 6 and 7 through 12, respectively. As shown, the parking accumulation generally peaks during the 12:00 P.M. to 2:00 P.M. with the exception of Districts 1, 2 and 5, which had the highest observed parking activity in the morning, and District 6, which had the highest observed accumulation in the afternoon.

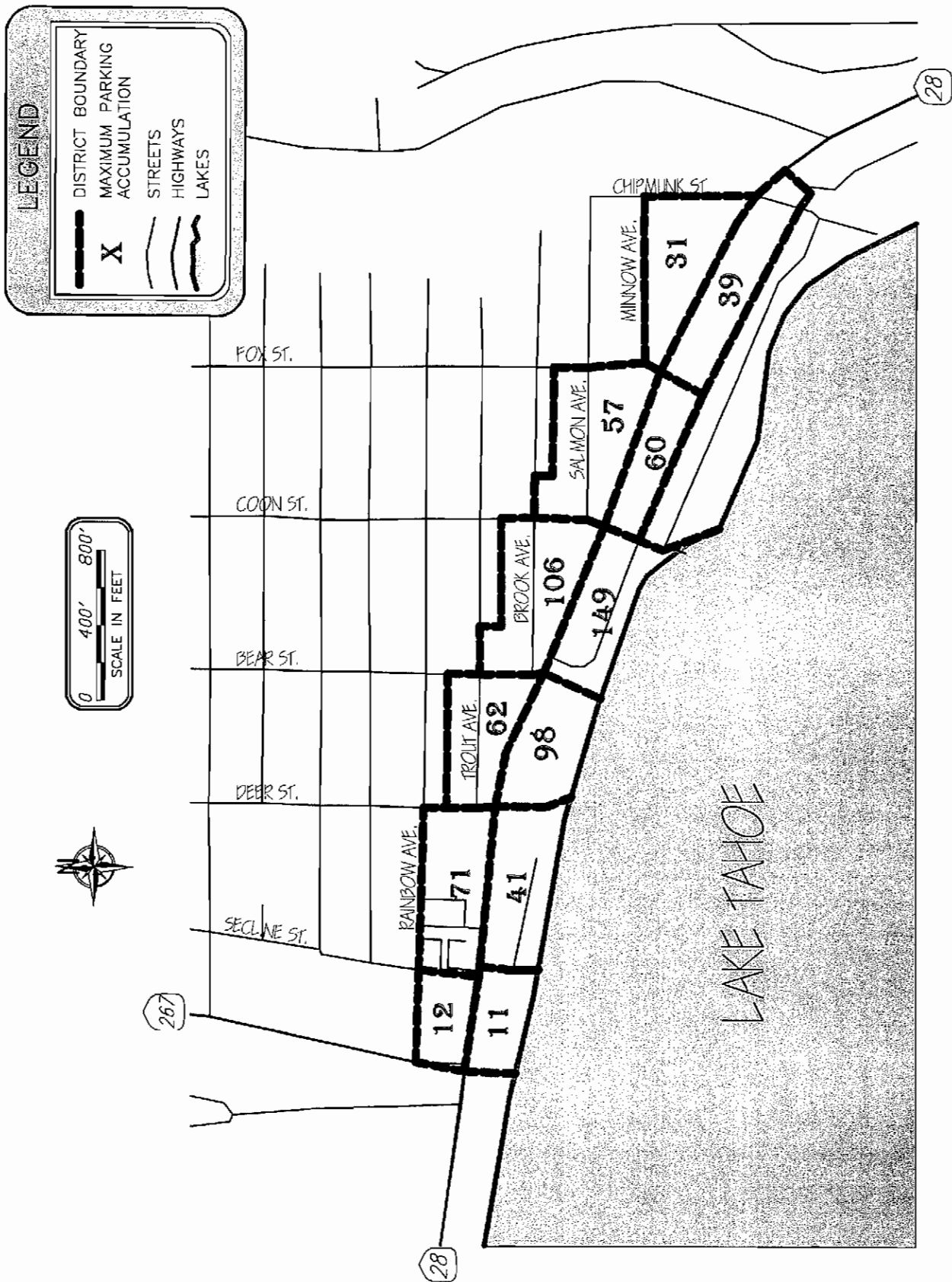
**TABLE 6: Estimated Existing Commercial Parking Utilization by Parking District**  
(Excluding Residential and Lodging Properties)

Parking District	Description	Total Number Spaces (Commercial Only)			Number of Occupied Spaces (Commercial Only) (1)				Maximum Occupied Spaces (1)	Supply Minus Demand			Percent Utilization	
		Including Vacant Lots	Excluding Vacant Lots	29	10 am to 12 pm	12 pm to 2 pm	2 pm to 4 pm	Including Vacant Lots		Excluding Vacant Lots	Including Vacant Lots	Excluding Vacant Lots		
1	North SR 267 to Secline	29	29	29	12	9	9	12	17	17	40.7%	40.7%		
2	South SR 267 to Secline	4	4	4	11	8	5	11	(7)	(7)	265.3%	265.3%		
3	North Secline to Deer	114	114	114	70	71	57	71	43	43	62.1%	62.1%		
4	South Secline to Deer	67	67	67	21	41	39	41	26	26	61.6%	61.6%		
5	North Deer to Bear	93	93	93	62	60	45	62	31	31	67.2%	67.2%		
6	South Deer to Bear	84	84	84	67	92	98	98	(14)	(14)	116.5%	116.5%		
7	North Bear to Coon	196	184	184	75	106	88	106	90	78	54.1%	57.7%		
8	South Bear to Coon	118	118	118	114	149	140	149	(31)	(31)	125.9%	125.9%		
9	North Coon to Fox	205	151	151	45	57	48	57	148	94	27.6%	37.5%		
10	South Coon to Fox	82	82	82	40	60	47	60	22	22	73.3%	73.3%		
11	North Fox to Chipmunk	127	127	127	14	31	25	31	96	96	24.1%	24.1%		
12	South Fox to Chipmunk	82	82	82	34	39	34	39	43	43	47.4%	47.4%		
TOTAL STUDY AREA		1,201	1,135		566	723	635	736	465	399	61.3%		64.8%	

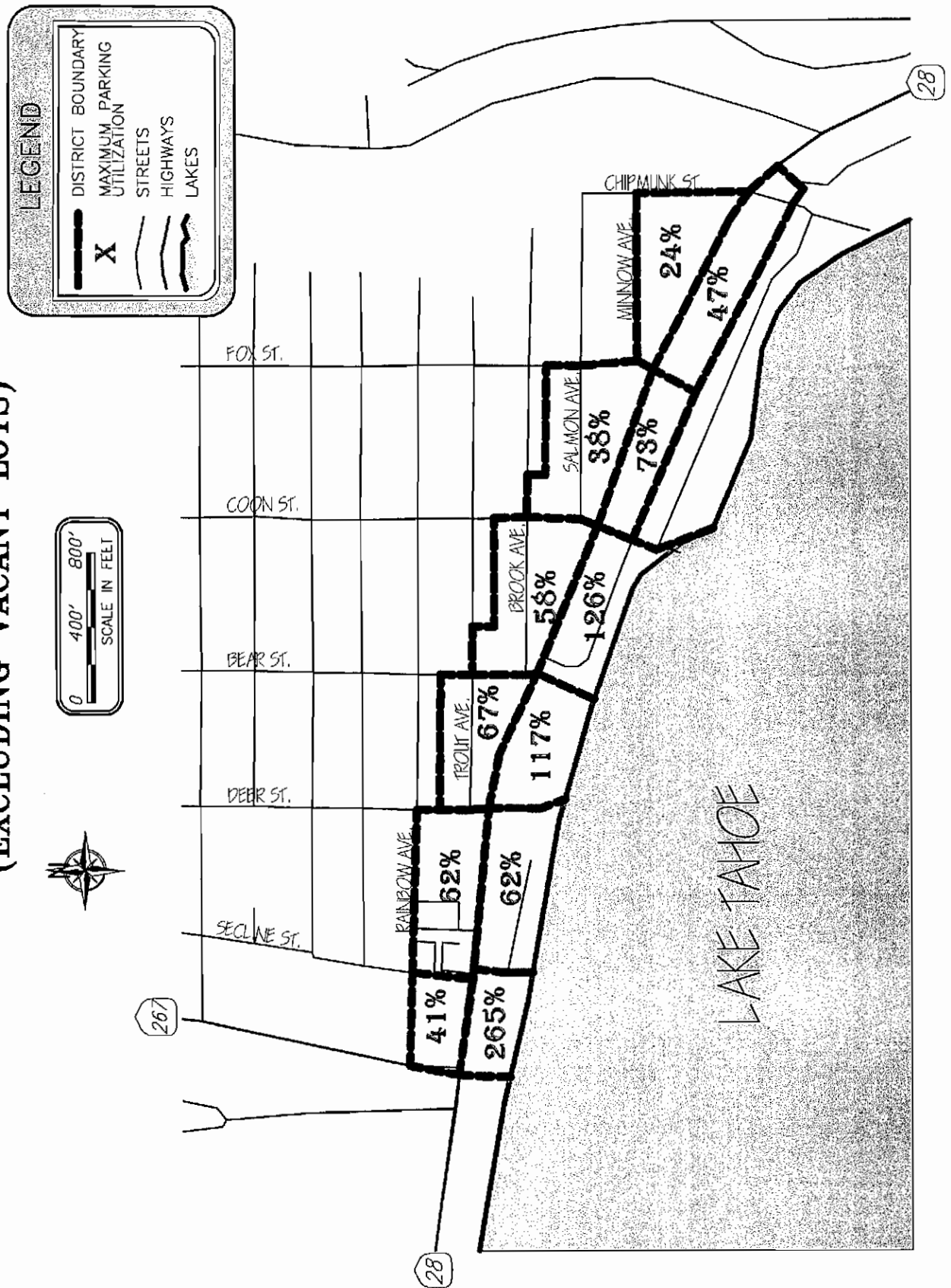
Note 1: Parking counts conducted 8/24/99 factored to first Saturday of August based upon ratio of first Saturday to 8/24 Caltrans traffic count data (factor of 1.179). Includes on-highway and side-street parking

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**FIGURE 2**  
**KINGS BEACH MAXIMUM OBSERVED COMMERCIAL PARKING ACCUMULATION**

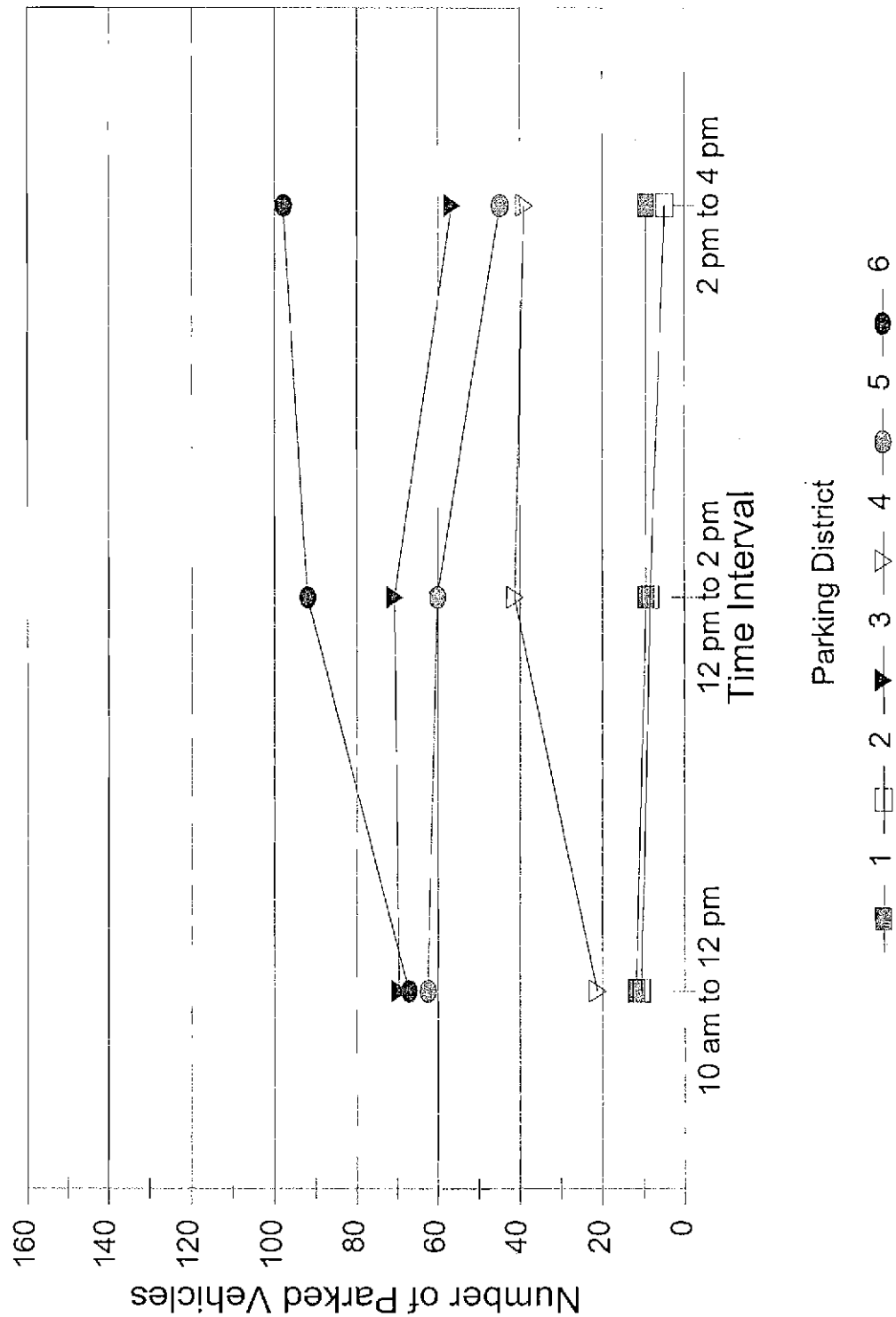


**FIGURE 3**  
**KINGS BEACH MAXIMUM COMMERCIAL PARKING UTILIZATION**  
**(EXCLUDING VACANT LOTS)**

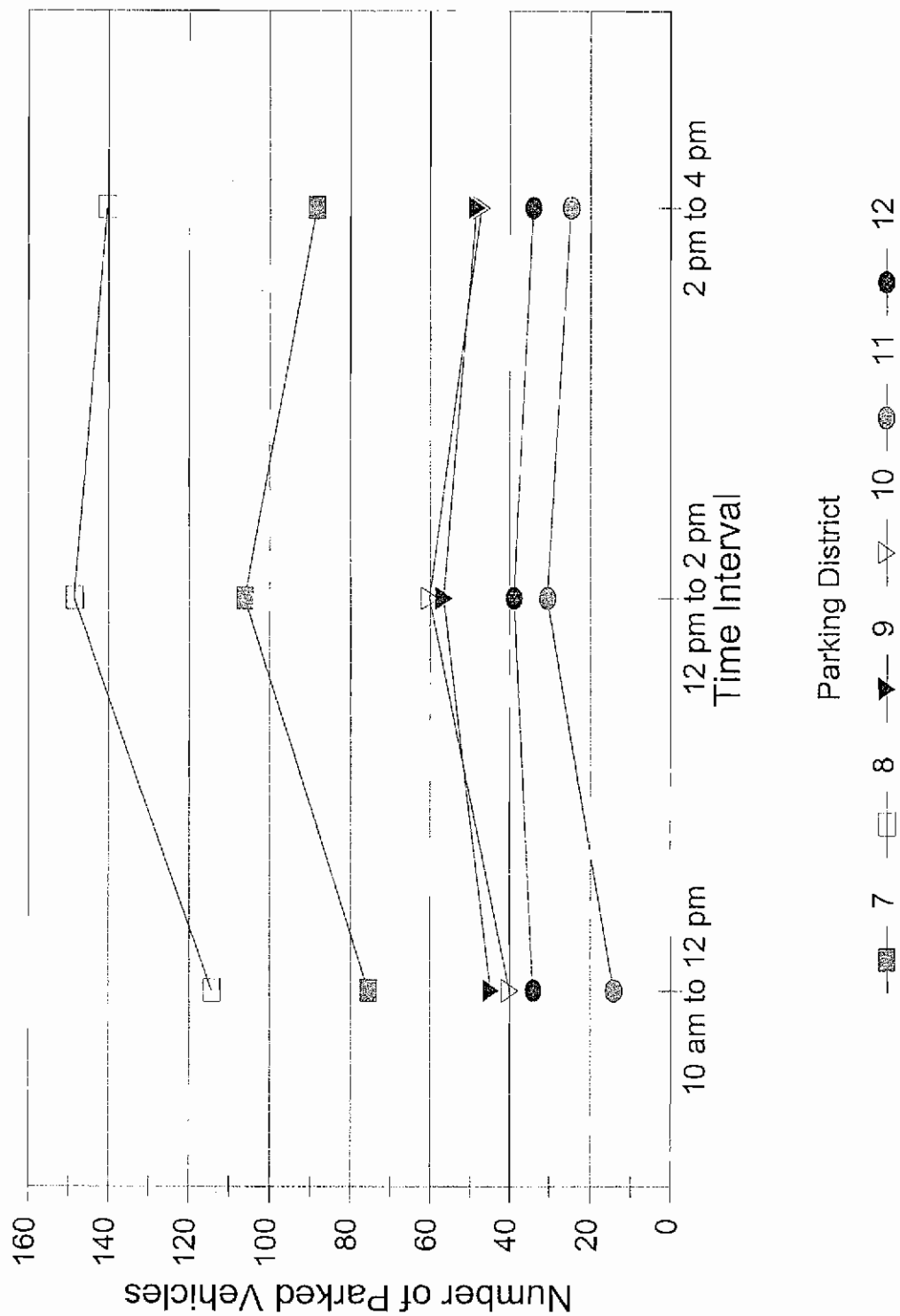


# FIGURE 4: Parking Accumulation

During Summer - Parking Districts 1-6



**FIGURE 5: Parking Accumulation**  
During Summer - Parking Districts 7-12



## Chapter 4

# Analysis of Future Parking Conditions

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To effectively meet the needs of the community at buildout of the Community Plan, it is important to forecast parking conditions to reflect both changes in parking demand as well as changes in parking supply. Parking supply changes will occur as a result of the proposed improvement project. Parking demand changes will also occur as a result of the additional development allowed in the study area by the *Community Plan*.

### FUTURE PARKING SUPPLY

Future proposed on-highway parallel parking spaces were counted based upon the Harding Lawson Associates plan drawings for the Kings Beach *Commercial Core Improvement Project* (CCIP), dated March 28, 2000. These parallel parking spaces are placed in locations which provide adequate visibility from intersections and driveways. Table 7 shows the impact of sidewalk and drainage improvements on existing parking supply. As shown, 23 percent (30 parking spaces) of the estimated on-highway right-of-way parking spaces will be lost with completion of the commercial core improvement projects in Kings Beach.

In addition, the proposed provision of sidewalks, bicycle lanes and curbs will eliminate access to an estimated 87 existing private parking spaces (legal spaces on developed lots). These are parking spaces which are located just off the highway right-of-way on private lots but will no longer have access due to curb and sidewalk placement. This change in parking is approximated on a parcel-by-parcel basis in Appendix A. The total change in parking supply is a net loss of 117 parking spaces within the commercial core of Kings Beach. Not including vacant lots, which may not be available for parking in the future, the future commercial parking supply with commercial core improvements would total 1,018 spaces with the implementation of the streetscape improvements, and not considering any increase in public parking supply.

### FUTURE PARKING DEMAND

Future parking demand can be calculated by considering the existing demand identified from the parking code calculations and the observed parking activity, and adjusting for the increased parking demand generated by the use of currently-vacant commercial space, as well as parking demand from new development not accommodated on private lands.

#### Existing Demand

A comparison of the demand calculated by applying the parking code (as presented in Table 3) and the estimated peak existing parking utilization (as presented in Table 6) indicates that observed parking utilization exceeded the calculated peak demand in four parking districts (Districts 2, 4, 5, and 6), by a total of 95 spaces. With the sole exception of Parking District 5 (North Deer to Bear), all of these districts lie on the south side of SR 28, indicating that this difference is in large part due to beach parking that is not reflected in the parking code



<b>TABLE 7: Impact of Commercial Core Improvement Project On Parking Supply by Parking District</b>									
Parking District	Description	On-Highway Parking		Private Spaces With Access Eliminated (3)	Total Change in Parking	Existing Commercial Parking Supply (Not Including Vacant Lots)	Future Commercial Parking Supply (Not Including Vacant Lots)		
		Existing (1)	Future With Project (2,3)	Change					
1	North SR 267 to Secline	8	5	(3)	(3)	29	26		
2	South SR 267 to Secline	2	0	(2)	(2)	4	2		
3	North Secline to Deer	8	5	(3)	(9)	114	105		
4	South Secline to Deer	5	9	4	(10)	67	57		
5	North Deer to Bear	12	10	(2)	(13)	93	80		
6	South Deer to Bear	11	12	1	(9)	84	75		
7	North Bear to Coon	16	8	(8)	(12)	184	172		
8	South Bear to Coon	11	14	3	3	118	121		
9	North Coon to Fox	14	11	(3)	(11)	151	140		
10	South Coon to Fox	6	4	(2)	(20)	82	62		
11	North Fox to Chipmunk	18	13	(5)	(16)	127	111		
12	South Fox to Chipmunk	20	10	(10)	(15)	82	67		
<b>TOTAL STUDY AREA</b>		<b>131</b>	<b>101</b>	<b>(30)</b>	<b>(117)</b>	<b>1,135</b>	<b>1,018</b>		
Note 1: Based on measured curb lengths. See also Appendix A. Note 2: Kings Beach Commercial Core Improvement Project. Note 3: Future parking based upon parallel parking and access to existing parking as depicted in Harding Lawson Associates plan drawings dated March 28, 2000.									
						KB Parking Demand Final2 Legal.wb3			

calculations. To ensure that consideration of parking conditions reflects this observed additional parking activity, the calculated parking demand was adjusted for these districts by adding the observed additional parking demand.

### **Currently Vacant Commercial Space**

There are approximately 3,000 square feet of vacant commercially zoned floor space within the Kings Beach commercial core area (based on the parcel-by-parcel survey of land use conducted by LSC in January 2000). Within Parking District 7, there is a vacant 1,000 square foot building behind Tahoe Bike & Ski. In Parking District 9, there are five vacant offices located in the North Tahoe Village Building (above Spirits of Tahoe) which comprise a total of 2,000 square feet of potential office space. In the future, it is assumed that these vacant spaces will be occupied, creating the demand for an additional 11 parking spaces (assuming 1 parking space per 300 square feet of retail space and 1 parking space per 250 square feet of office space), as shown in Table 8.

### **Community Plan Buildout**

According to the Placer County Planning Department, there were 40,000 commercial square feet available for development in the Kings Beach Commercial Community Plan Area in 1996. To date, 16,000 square feet have been used (including 13,000 square feet for the Safeway expansion project) leaving 24,000 square feet of commercial space available. Assuming an average commercial parking rate of one parking space per 300 square feet of general retail space, approximately 80 additional parking spaces will be necessary within the plan area. Any new commercial development projects in Kings Beach will require Placer County approval. The normal requirements for approval include meeting appropriate parking requirements, therefore, any additional parking demand will be met with additional parking supply. However, Placer County Planning Department has indicated that the parking plan should assume that 25 percent of future "build out" demand (approximately 20 parking spaces) will need to be accommodated off of the individual project sites, in order to account for projects which receive variances for use of off-site parking. Without knowledge of the specific location of the individual commercial developments, it is estimated that the demand for these 20 parking spaces be allocated evenly between Parking Districts, focusing on the central portion of the commercial district, as summarized in Table 8.

### **Total Future Demand**

A total demand of 1,044 parking spaces for commercial and recreational uses is calculated by combining the peak existing shared demand with the demand from currently vacant commercial space and future demand from the Community Plan buildout, as shown in Table 8. Compared with the estimated existing summer peak parking demand of 736 spaces (maximum occupied spaces) generated by existing commercial and recreational activity, this figure indicates that future demand can be expected to increase by 42 percent. This figure excludes any increase in demand for beach parking that may occur as a result of additional day use visitation, population growth, or lodging activity on the North Shore.

TABLE 8: Future Parking Demand by Parking District									
Parking District	Description	Demand			Supply				Future Parking Balance With Improvement Project (Not Including Vacant Lots)
		Peak Existing Shared Demand (1)	Demand From Currently Vacant Commercial Space	Community Plan Buildout (2)	Total Future Demand	Future Commercial Parking Supply With Improvement Project (Not Including Vacant Lots) (3)	Maximum Effective Commercial Parking Supply With Improvement Project (4)		
1	North SR 267 to Secline	12	-	1	13	26	25	12	
2	South SR 267 to Secline	11	-	1	12	2	2	(10)	
3	North Secline to Deer	105	-	2	107	105	100	(7)	
4	South Secline to Deer	41	-	2	43	57	54	11	
5	North Deer to Bear	62	-	2	64	80	76	12	
6	South Deer to Bear	98	-	2	100	75	71	(29)	
7	North Bear to Coon	142	3	2	147	172	163	16	
8	South Bear to Coon	200	-	2	202	121	115	(87)	
9	North Coon to Fox	112	8	2	122	140	133	11	
10	South Coon to Fox	62	-	2	64	62	59	(5)	
11	North Fox to Chipmunk	127	-	1	128	111	105	(23)	
12	South Fox to Chipmunk	41	-	1	42	67	64	22	
TOTAL STUDY AREA		1,013	11	20	1,044	1,018	967	(77)	

Note 1: According to Placer County Parking Code. If observed maximum demand exceeds code requirements, the difference is also included.

Note 2: Demand estimated at 25 percent of Community Plan Buildout of 26,000 square feet of commercial development and distributed across parking districts.

Note 3: Kings Beach Commercial Core Improvement Project includes proposed changes in on-highway parking.

Note 4: Assuming 95 % maximum utilization to provide for adequate circulation.

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## COMPARISON OF FUTURE PARKING SUPPLY AND DEMAND

Parking planners typically plan for a maximum use level equivalent to 95 percent of the available parking spaces, in order to provide for adequate circulation that does not generate undue levels of congestion. During periods of 100 percent capacity, it is difficult for drivers to find the few available parking spaces. As shown in Table 9, taking this into account effectively reduces the available parking supply to 967 parking spaces in the commercial core of Kings Beach. Comparison of the maximum effective commercial parking supply with the total future demand indicates a study-area-wide shortfall of 77 parking spaces below parking demand, considering the effects of the improvement project.

More important than the overall balance is the consideration of parking demand versus supply for the individual parking districts. A closer look finds that 6 of the 12 Parking Districts show an overall deficit in parking spaces, as presented in Figure 6. Ranked in order of future parking deficit, these districts that have the greatest need for additional parking supply are as follows:

Parking District 8 (Bear to Coon / South of 28)	87 space deficit
Parking District 6 (Deer to Bear / South of 28)	29 space deficit
Parking District 11 (Fox to Chipmunk / South of 28)	23 space deficit
Parking District 2 (SR 267 to Secline / South of 28)	10 space deficit
Parking District 3 (Secline to Deer / North of 28)	7 space deficit
Parking District 10 (Coon to Fox / South of 28)	5 space deficit

## SUMMARY OF FUTURE PARKING BALANCE BY PARKING DISTRICT

### Parking District 1 (State Route 267 to Secline / North of 28)

Parking District 1 contains Stones County Tire and Automotive and a large area of open space. This area, although potentially losing 3 on-highway parking spaces, has ample parking supply to meet the demand.

### Parking District 2 (State Route 267 to Secline / South of 28)

Parking District 2 contains several residential condominium buildings and the Beacon gas station. As required by the *Placer County Parking Code*, it is assumed that the residential properties have adequate parking available for residents. The Beacon, on the other hand, requires 4 parking spaces according to County Code. With only 2 commercial spaces located on the lot, employees and customers may be forced to park in other locations nearby or on the highway. With the commercial core improvements, it is estimated that 2 on-highway parking spaces would be lost, leaving a 10 space deficit in parking in the area.

**TABLE 9: Summary of Kings Beach Commercial Core Parking**

Parking District	Description	Supply				Balance			
		Existing Commercial Parking Supply (1)	Effective Existing Parking Supply (2)	Impact of Improvements Project	Future Parking Supply	Demand		Future Without Improvements Project	Future With Improvements Project (Not Incl. Vacant Lots)
						Existing	Future (3)		
1	North SR 267 to Secline	29	28	(3)	26	12	13	15	12
2	South SR 267 to Secline	4	4	(2)	2	11	12	(8)	(10)
3	North Secline to Deer	114	108	(9)	105	105	107	1	(7)
4	South Secline to Deer	67	64	(10)	57	41	43	21	11
5	North Deer to Bear	93	88	(13)	80	62	64	24	12
6	South Deer to Bear	84	80	(9)	75	98	100	(20)	(29)
7	North Bear to Coon	184	175	(12)	172	142	147	28	16
8	South Bear to Coon	118	112	3	121	200	202	(90)	(87)
9	North Coon to Fox	151	143	(11)	140	112	122	21	11
10	South Coon to Fox	82	78	(20)	62	62	64	14	(5)
11	North Fox to Chipmunk	127	121	(16)	111	127	128	(7)	(23)
12	South Fox to Chipmunk	82	78	(15)	67	41	42	36	22
<b>TOTAL STUDY AREA</b>		<b>1,135</b>	<b>1,079</b>	<b>(117)</b>	<b>1,018</b>	<b>1,013</b>	<b>1,044</b>	<b>35</b>	<b>(77)</b>

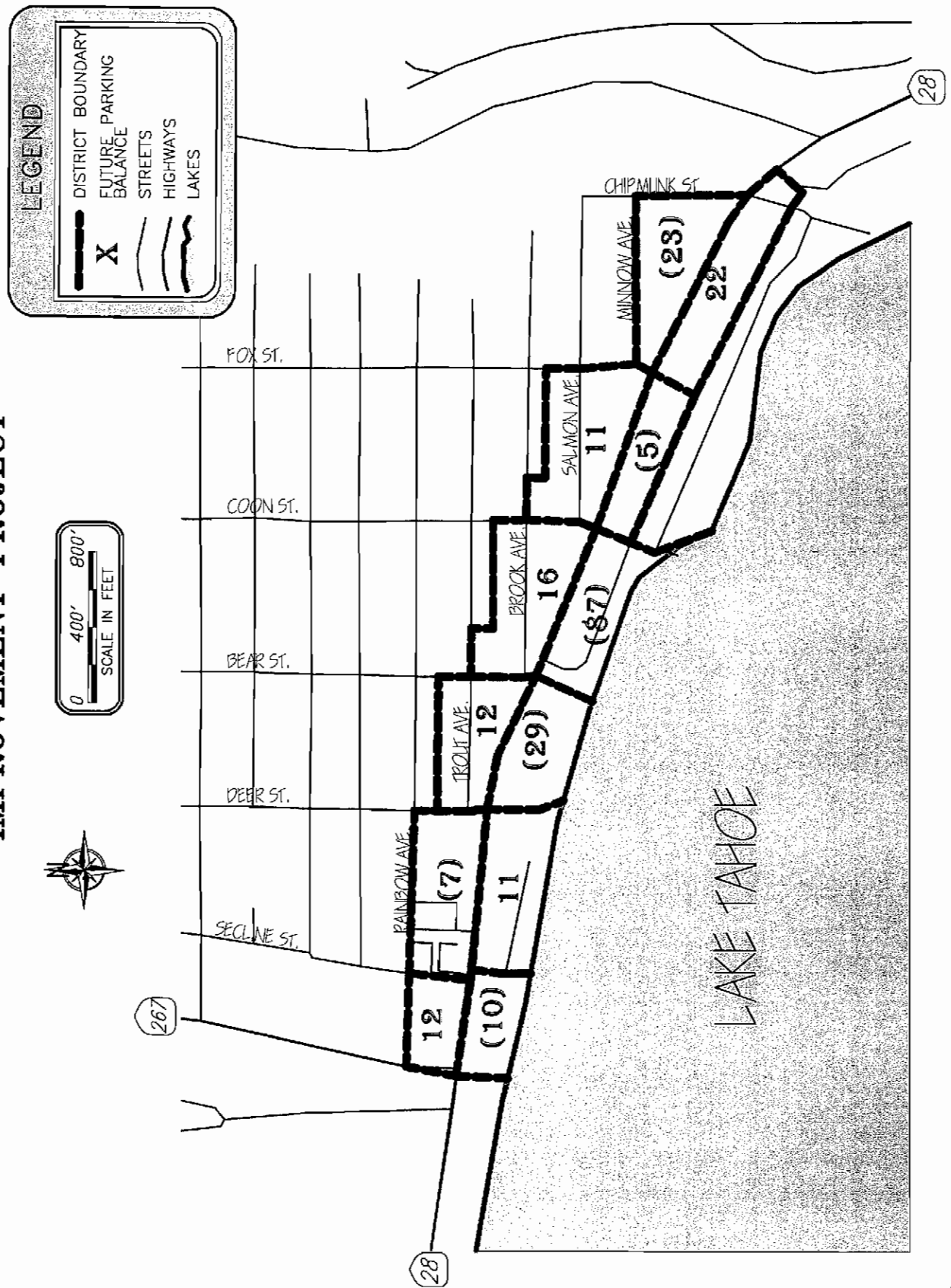
Note 1: Excluding existing vacant lots.

Note 2: 95 percent maximum effective utilization, to allow for adequate circulation.

Note 3: Excluding parking provided on-site for new development.

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**FIGURE 6  
FUTURE PARKING BALANCE WITH COMMERCIAL CORE  
IMPROVEMENT PROJECT**



### **Parking District 3 (Secline to Deer / North of 28)**

Parking demand in Parking District 3 is generated by a variety of commercial, cultural and lodging facilities. The largest commercial generator of demand is the True Value Hardware store. This area has a modest supply of parking as compared to demand with an existing balance of 3 parking spaces and a future balance of only 1 “extra” parking space. 9 parking spaces would be lost due to the improvement projects (including 5 spaces at the True Value Hardware building), which would yield a small future parking deficit of 7 parking spaces.

### **Parking District 4 (Secline to Deer / South of 28)**

In addition to lodging properties, most of the parking demand in Parking District 4 is generated by restaurants. While the existing parking is adequate for existing commercial uses, this area is also impacted by beach parking. 10 parking spaces would be lost due to the improvement projects, including the head-in parking at Tahoe Cutting Company, adjacent commercial property and Crosswinds Café. Adequate overall commercial parking, however, would remain.

### **Parking District 5 (Deer to Bear / North of 28)**

The majority of parking needs in this area are generated by Las Panchitas and Tahoe Crafts. This area generally has an adequate availability of parking, except when overflow beach parking impacts parking availability. The Kings Beach commercial core improvements would result in a reduction of 13 existing spaces including the head-in spaces in front of Las Panchitas, As You Wish and Felte Service & Supply, though adequate overall parking would be provided for the district.

### **Parking District 6 (Deer to Bear / South of 28)**

The majority of demand in this area is generated by the North Tahoe Conference Center and Jason's, but it is also impacted substantially by summer beach parking. Due to the parking deficit in the adjacent District 8, District 6 generally has a parking deficit on peak summer days. The Kings Beach commercial core improvements would result in a net loss of 9 spaces, including the head-in spaces in front of Jason's, Inside Outfitters and Dana Sports & Ski. As a result, future deficit would increase to 29 spaces.

### **Parking District 7 (Bear to Coon / North of 28)**

Parking District 7 is impacted by parking needs of Bank of the West, as well as from professional offices. This area has a relatively large supply of existing off-street parking. This area is also impacted by parking shortages for the beach during the summer months. The Kings Beach commercial core improvements will result in a net loss of 12 parking spaces, including 2 spaces in front of the Jenkins Building and 2 spaces in the Emil's parking lot. Excluding impacts of overflow parking from other areas, however, this district generally would have adequate parking supply.

### **Parking District 8 (Bear to Coon / South of 28)**

With an existing effective parking supply of 112 spaces and demand of 200, Parking District 8 has a net deficit of 88 parking spaces generated by the public beach. This zone is the only zone where the Kings Beach commercial core improvements will actually increase parking, by 3 spaces. However, a relatively large overall deficit of 87 spaces would remain.

### **Parking District 9 (Coon to Fox / North of 28)**

Parking District 9 is impacted by parking demand from an wide variety of professional offices, government offices, restaurants and general merchandise stores. Due largely to a relative large number of private spaces, this District generally has adequate parking, except when impacted by beach parking overflow. The Kings Beach commercial core improvements will eliminate 11 existing parking spaces, including spaces along highway frontage in front of Joby's and Kilam's. In total, a parking surplus of 11 spaces is forecast.

### **Parking District 10 (Coon to Fox / South of 28)**

Parking District 10 is impacted largely by parking demand for retail and restaurants. While existing parking conditions are generally adequate, the loss of 20 parking spaces from the Kings Beach commercial core improvements will essentially eliminate the existing positive balance of parking availability. Access to several head-in parking spaces along the highway in front of several buildings will be eliminated or modified. This district would be left with a slight overall deficit of 5 parking spaces.

### **Parking District 11 (Fox to Chipmunk / North of 28)**

Parking District 11 is impacted largely by parking demand for the Brockway Theater, as well as several restaurants. Due to the impact of the theater, this is the only District which has peak parking demand during the evening hours. The Kings Beach commercial core improvements will eliminate 16 parking spaces including access to several head-in parking spaces along the highway in front of Showplace Home Furnishings and Pacific Telephone & Telegraph. Overall, the improvements will yield a net deficit of 23 parking spaces.

### **Parking District 12 (Fox to Chipmunk / South of 28)**

The majority of parking needs in Parking District 12 is generated by restaurant and retail stores. There is generally adequate parking availability at present, though the loss of approximately 15 spaces from the Kings Beach commercial core improvements will reduce the net peak parking balance to 22 spaces.

## **CONCLUSION**

Table 9 presents a summary of the impacts of the Kings Beach Commercial Core Improvement Project. The existing commercial parking supply of 1,135 spaces is reduced to 1,018 parking spaces, reflecting a net reduction of 117 parking spaces (consisting of 30 on-highway right-of-



way and 87 private lot spaces with access eliminated). When taking into account effective utilization and an increase in future demand, the overall parking balance moves from an existing surplus of 66 spaces to a future deficit of 77 spaces, or a net change of 143 spaces.

On a block-by-block basis, a future shortfall of parking with the project is forecast for the following blocks:

- ▶ SR 267 to Secline – South Side: 10 space shortfall
- ▶ Secline to Deer – North Side: 7 space shortfall
- ▶ Deer to Bear – South Side: 29 space shortfall
- ▶ Bear to Coon – South Side: 87 space shortfall
- ▶ Coon to Fox – South Side: 5 space shortfall
- ▶ Fox to Chipmunk – North Side: 23 space shortfall

The remainder of the blocks are forecast to have a net parking surplus under future conditions.

An analysis of parking balance for an area the size of the Kings Beach commercial core must also take into account the balance of parking within each sub-area. (For instance, providing all required parking supply near one end of the study area would not effectively address parking shortages near the other end.) On the other hand, it is not feasible to plan to meet parking shortfalls within each individual block, as (1) many blocks do not have any parcels potentially available for additional parking and (2) it is appropriate to consider the availability of parking across the street.

Parking and access patterns observed in smaller commercial core areas indicate that it can be expected for drivers to be willing to park within a one-block walking distance of their destination. It is therefore appropriate to develop parking improvement plans with the goal of providing adequate parking for each block either on the specific block, or on the blocks immediately adjacent.

This future cumulative parking balance, including the parking areas within a one-block walk and *Commercial Core Improvement Project*, is shown in the right-most column of Table 9. The balance, including parking on adjacent blocks, for Parking Districts 3 through 10 ranges from a deficit of 11 to a deficit of 84 parking spaces. The parking districts located at the ends of the study area have a positive balance when parking availability on adjacent blocks is taken into account.

These parking shortfalls can be addressed through the provision of additional parking, either in lots or along the county roadways. By providing additional parking in the appropriate locations, the “base case” parking shortfalls can be eliminated for each parking district. A minimum of 84 new parking spaces (assuming that the new parking spaces are properly located) will need to be provided in order to provide adequate parking within a one block radius for each district. Two examples which would meet this criteria with a minimal number of additional parking spaces are as follows:

- ▶ Providing 23 additional spaces in Parking District 5 (or 6) and 61 additional spaces in Parking District 7 (or 8), or;
- ▶ Providing 9 additional spaces in Parking District 5 (or 6) and 75 additional spaces in Parking District 7 (or 8).

Other solutions are possible, however, provision of additional parking outside of the needed areas results in a larger total number of parking spaces in order to meet the parking needs for each district.

The next step in the study is to determine various potential locations for community parking facilities and evaluate those sites for any operational advantages or disadvantages (such as the ease of traffic and pedestrian movements to each lot, and visibility to visiting motorists), financial feasibility, and environmental issues.

**Appendix A**  
**Parking Data By Parcel**

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**APPENDIX A-1: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project							Future Parking Total (4)
		State Route 28 On-Highway Right-of-Way Parking					Commercial Core Area Side Street Parking					Private Parking Spaces With Access Eliminated (4)	Change in On-Highway Right-of-Way Parking (5)			Total Impact of Commercial Core Improvement Project			
		Private Spaces on Developed Lots (1)	Curb Length Parallel (feet) (2)		Curb Length Angled Spaces (3)		Curb Length Parallel (feet) (2)	Curb Length Angled Spaces (3)		SR 28 ROW Spaces Eliminated	SR 28 ROW Spaces Gained		On-Highway Right-of-Way Parking with Project (4)						
			Length	Parallel	Angled	Length		Parallel	Angled					Length	Parallel		Angled		
<b>Hwy 267 to Secline / North of 28</b>																			
Stones County Tire and Automotive	1	21	184	8	-	0	-	0	-	0	-	-	3	0	5	(3)	26		
<b>Hwy 267 to Secline / South of 28</b>																			
Beacon	2	2	36	1	-	0	-	0	-	0	-	-	1	0	0	(1)	2		
Beacon	2	-	34	1	-	0	-	0	-	0	-	-	1	0	0	(1)	0		
<b>Secline to Deer / North of 28</b>																			
True Value Building:	3	21	-	0	-	0	-	0	-	0	-	5	0	0	0	(5)	16		
Alla Chiropractic	3	-	-	0	-	0	-	0	-	0	-	-	0	0	0	0	0		
J. Entner, DDS	3	-	-	0	-	0	-	0	-	0	-	-	0	0	0	0	0		
Tahoe Womens Services	3	-	-	0	-	0	-	0	-	0	-	-	0	0	0	0	0		
Music Teacher	3	-	-	0	-	0	-	0	-	0	-	-	0	0	0	0	0		
La Comundited Unida	3	3	30	1	-	0	-	0	-	0	-	-	0	0	1	0	4		
Lot East of LCU	3	-	40	1	-	0	-	0	-	0	-	-	0	0	1	0	1		
West of Big 7	3	-	18	0	-	0	-	0	-	0	-	-	0	0	0	0	0		
Big 7	3	-	24	1	-	0	-	0	-	0	-	-	1	0	0	0	0		
Hiro Sushi	3	11	22	1	-	0	-	0	-	0	-	-	1	0	0	(1)	11		
Ann's Collages	3	-	22	1	-	0	-	0	-	0	-	-	1	0	0	(1)	0		
Snow Peak	3	-	30	1	-	0	-	0	-	0	-	-	0	0	1	0	1		
Rite Aid	3	28	64	2	-	0	-	0	-	0	-	-	0	0	2	0	30		
Tahoe Paddle & Oar/Dave's Ski Shop	3	25	-	0	-	0	-	0	-	0	-	1	-	0	0	(1)	24		
<b>Rainbow Avenue - Side Street</b>																			
Behind Big 7	3	-	-	0	-	0	-	74	3	0	-	-	-	-	-	0	3		
Behind Ann's Collages	3	-	-	0	-	0	-	110	5	0	-	-	-	-	-	0	5		
Behind Snow Peak	3	-	-	0	-	0	-	30	1	0	-	-	-	-	-	0	1		
Rite Aid Rear Access Road	3	-	-	0	-	0	-	64	2	0	-	-	-	-	-	0	2		
Behind Rite Aid	3	-	-	0	-	0	-	20	0	0	-	-	-	-	-	0	0		
Behind Rite Aid	3	-	-	0	-	0	-	25	1	0	-	-	-	-	-	0	1		
Behind Tahoe Paddle & Oar	3	-	-	0	-	0	-	26	1	0	-	-	-	-	-	0	1		
<b>Deer Side Street</b>																			
East Corner of Tahoe Paddle & Oar	3	-	-	0	-	0	-	124	5	0	-	-	-	-	-	0	5		

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the *Pleasant County Design Guidelines Manual*.

Note 3: Angled parking spaces assume approximately 50 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).

**APPENDIX A-2: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project						Future Parking Total (4)
		State Route 28 On-Highway					Commercial Core Area Side Street					Change in On-Highway Right-of-Way Parking (5)						
		Right-of-Way Parking					Parking											
		Private Spaces on Developed Lots (1)	Curb Length Parallel (feet)	Legal Spaces (2)	Curb Length Angled (feet)	Curb Length Angled (feet)	Curb Length Parallel (feet)	Legal Spaces (2)	Curb Length Angled (feet)	Curb Length Angled (feet)	Existing Parking Total (3)	Private Parking Spaces With Access Eliminated (4)	SR 28 ROW Spaces Eliminated	SR 28 ROW Spaces Gained	On-Highway Right-of-Way Parking with Project (4)	Total Impact of Commercial Core Improvement Project (4)		
<b>Secline to Dear / South of 28</b>																		
Motel California	4	-	22	1	-	0	-	0	-	0	1	-	0	0	1	0	1	
Motel California	4	-	20	0	-	0	-	0	-	0	0	-	0	0	0	0	0	
Tahoe Cutting Co.	4	5	-	0	-	0	-	0	-	0	5	5	0	1	1	(4)	1	
Commercial Property East of Cutting Co.	4	7	-	0	-	0	-	0	-	0	7	3	0	1	1	(2)	5	
Crosswinds Café	4	7	-	0	-	0	-	0	-	0	7	5	0	2	2	(4)	3	
Gold Crest Motel	4	-	30	1	-	0	-	0	-	0	1	-	1	0	0	(1)	0	
Crown Motel	4	-	18	0	-	0	-	0	-	0	0	-	0	2	2	2	2	
Falcon Lodge	4	-	22	1	-	0	-	0	-	0	1	-	0	0	1	0	1	
Falcon Lodge	4	-	20	0	-	0	-	0	-	0	0	-	0	0	0	0	0	
Java Hut	4	6	41	1	-	0	-	0	-	0	7	-	0	0	1	0	7	
Steamers	4	11	40	1	-	0	-	0	-	0	12	-	1	0	0	(1)	11	
<b>Secline Side Street</b>																		
Access to Secline Beach (west side)	4	-	-	0	-	0	196	8	-	0	8	-	-	-	-	0	8	
Access to Secline Beach (east side)	4	-	-	0	-	0	37	1	-	0	1	-	-	-	-	0	1	
Access to Secline Beach (east side)	4	-	-	0	-	0	46	2	-	0	2	-	-	-	-	0	2	
Access to Secline Beach (east side)	4	-	-	0	-	0	24	1	-	0	1	-	-	-	-	0	1	
<b>Brockway Vista Side Street</b>																		
North side next to fence	4	-	-	0	-	0	105	4	-	0	4	-	-	-	-	0	4	
North side next to fence	4	-	-	0	-	0	50	2	-	0	2	-	-	-	-	0	2	
South side next to fence	4	-	-	0	-	0	122	5	-	0	5	-	-	-	-	0	5	
South side next to fence	4	-	-	0	-	0	74	3	-	0	3	-	-	-	-	0	3	
<b>Deer to Bear / North of 28</b>																		
Mountaineer Real Estate, NS Flooring	5	-	50	2	-	0	-	0	-	0	2	-	2	0	0	(2)	0	
North Shore Flooring/Re Nue Carpet Care	5	2	57	2	-	0	-	0	-	0	4	-	0	0	2	0	4	
Layton Building:	5	7	100	4	-	0	-	0	-	0	11	-	0	2	6	2	13	
Potter's Wheel	5	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	
La Petit Styling	5	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	
Cal Neva Appraisal	5	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	
Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties. Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual. Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space. Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).																		

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal partial parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).

**APPENDIX A-3: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Existing										Impact of Improvement Project							
	State Route 28 On-Highway Right-of-Way Parking					Commercial Core Area Side Street Parking					Change in On-Highway Right-of-Way Parking (5)							
	Parking District	Private Spaces on Developed Lots (1)	Curb Length (feet)	Legal Parallel Spaces (2)	Curb Angled Spaces (3)	Curb Length (feet)	Legal Parallel Spaces (2)	Curb Angled Spaces (3)	Existing Parking Total	Private Parking Spaces With Access Eliminated (4)	SR 28 ROW Spaces Eliminated (4)	SR 28 ROW Spaces Gained	SR 28 On-Highway Right-of-Way Parking Project (4)	Total Impact of Commercial Core Improvement Project (4)	Future Parking Total (4)			
Deer to Bear / North of 28, continued																		
Las Panchilas	5	17	-	0	-	-	0	-	0	-	0	17	5	0	2	2	(3)	14
Shell Station/Ronco Enterprise	5	17	18	0	-	-	0	-	0	-	0	17	-	0	0	0	0	17
Shell Station/Ronco Enterprise	5	-	52	2	-	-	0	-	0	-	0	2	-	2	0	0	(2)	0
Shell Station/Ronco Enterprise	5	-	-	0	-	-	0	-	0	-	0	0	-	0	0	0	0	0
Tahoe Crafts	5	19	35	1	-	-	0	-	0	-	0	20	-	1	0	0	(1)	19
As You Wish	5	3	26	1	-	-	0	-	0	-	0	4	3	1	0	0	(4)	0
Unknown (Felle Service & Supply)	5	6	-	0	-	-	0	-	0	-	0	6	3	0	0	0	(3)	3
Trout South Side of Street																		
Behind Prof. Offices	5	-	-	0	-	-	0	-	0	-	0	1	-	-	-	-	0	1
Behind North Shore Flooring	5	-	-	0	-	-	0	-	0	-	0	4	-	-	-	-	0	4
Behind Layton Building	5	-	-	0	-	-	0	-	0	-	0	0	-	-	-	-	0	0
Behind Tahoe Crafts Print Shop	5	-	-	0	-	-	0	-	0	-	0	3	-	-	-	-	0	3
Trout North Side of Street																		
East of apartment building	5	-	-	0	-	-	0	-	0	-	0	1	-	-	-	-	0	1
In front of trailer park	5	-	-	0	-	-	0	-	0	-	0	0	-	-	-	-	0	0
In front of trailer park	5	-	-	0	-	-	0	-	0	-	0	1	-	-	-	-	0	1
Deer to Bear / South of 28																		
Conference Center (NTPUD)	6	61	112	5	-	-	0	-	0	-	0	66	-	1	0	4	(1)	65
Jason's	6	7	-	0	-	-	0	-	0	-	0	7	5	0	2	2	(3)	4
Inside Outfitters	6	5	-	0	-	-	0	-	0	-	0	5	5	0	3	3	(2)	3
Dana Sports & Ski	6	-	-	0	-	-	0	-	0	-	0	0	-	0	0	0	0	0
Conference Center Parking east of Jason's	6	-	142	6	-	-	0	-	0	-	0	6	-	3	0	3	(3)	3
Bear to Coon / Brook to Trout																		
Animal Hospital - Bear St. (west side)	7	3	-	0	-	-	0	-	0	-	0	6	-	-	-	-	0	6
Animal Hospital - Bear St. (east side)	7	-	-	0	-	-	0	-	0	-	0	2	-	-	-	-	0	2
Animal Hospital - Trout St. (south side)	7	-	-	0	-	-	0	-	0	-	0	2	-	-	-	-	0	2
Bank of the West - Bear St. (west side)	7	14	-	0	-	-	0	-	0	-	0	19	-	-	-	-	0	19
Bank of the West - Bear St. (east side)	7	-	-	0	-	-	0	-	0	-	0	5	-	-	-	-	0	5
Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties. Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual. Note 3: Angled parking spaces assumes approximately 60 degrees and 11 feet of curb space. Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).																		

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).

**APPENDIX A-4: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Existing										Impact of Improvement Project					
	State Route 28 On-Highway Right-of-Way Parking					Commercial Core Area Side Street Parking					Change in On-Highway Right-of-Way Parking (5)					
	Private Spaces on Developed Lots (1)	Curb Length (feet)	Legal Spaces (2)	Curb Length (feet)	Angled Spaces (3)	Curb Length (feet)	Legal Spaces (2)	Curb Length (feet)	Angled Spaces (3)	Existing Parking Total	Private Parking Spaces With Access Eliminated (4)	SR 28 ROW Spaces Eliminated	SR 28 ROW Spaces Gained	SR 28 On-Highway Right-of-Way Parking Project (4)	Total Impact of Commercial Improvement Project	
<b>Brook St. (north side of street)</b>																
Bank of the West - Brook St. (north side)	7	-	0	-	0	40	1	-	0	1	-	-	-	-	0	1
East of Bank of the West	7	-	0	-	0	40	1	-	0	1	-	-	-	-	0	1
Empty Lot (gravel)	7	-	0	-	0	60	2	-	0	2	-	-	-	-	0	2
Empty Lot	7	-	0	-	0	-	0	-	0	0	-	-	-	-	0	0
Glass Replacement Specialists	7	1	0	-	0	16	0	-	0	1	-	-	-	-	0	1
Print Art	7	-	0	-	0	34	1	-	0	1	-	-	-	-	0	1
Taqueria La Mexicana	7	1	0	-	0	54	2	-	0	3	-	-	-	-	0	3
Middle of Brook (north side)	7	-	0	-	0	18	0	-	0	0	-	-	-	-	0	0
Empty Lot	7	-	0	-	0	50	2	-	0	2	-	-	-	-	0	2
Auto Shop	7	-	0	-	0	50	2	-	0	2	-	-	-	-	0	2
<b>Brook St. (south side of street)</b>																
Behind Joni's/Emil's	7	-	0	-	0	164	7	-	0	7	-	-	-	-	0	7
Behind parking lot east of Emil's	7	-	0	-	0	16	0	-	0	0	-	-	-	-	0	0
Kings Beach Automotive	7	8	0	-	0	32	1	-	0	9	-	-	-	-	0	9
East of auto shop	7	-	0	-	0	28	1	-	0	1	-	-	-	-	0	1
Behind Trade Winds	7	-	0	-	0	40	1	-	0	1	-	-	-	-	0	1
Behind Trailer Park	7	-	0	-	0	94	4	-	0	4	-	-	-	-	0	4
<b>Bear to Coon / North of 28</b>																
Emil's Printing/Joni's Downtown Café	7	18	82	3	-	-	0	-	0	21	2	3	0	0	(5)	16
Placer Sierra Bank	7	12	22	1	-	-	0	-	0	13	-	1	0	0	(1)	12
Taneva Auto Parts	7	7	66	3	-	-	0	-	0	10	-	0	0	3	0	10
Taco Bell Express/Bruening Ass. Real Estate	7	16	22	1	-	-	0	-	0	17	-	0	0	1	0	17
Sierra Counsel (above Taco Bell)	7	-	-	0	0	-	0	-	0	0	-	0	0	0	0	0
Bruening Ass. Real Estate (above Taco Bell)	7	-	-	0	0	-	0	-	0	0	-	0	0	0	0	0
Cruz Control	7	-	22	1	-	-	0	-	0	1	-	0	0	1	0	1
Tahoe Bike and Ski	7	-	22	1	-	-	0	-	0	1	-	0	0	1	0	1
China Express	7	1	22	1	-	-	0	-	0	2	-	0	0	1	0	2
Tradewinds	7	13	25	1	-	-	0	-	0	14	-	1	0	0	(1)	13
The Robin's Nest	7	4	72	3	-	-	0	-	0	7	-	2	0	1	(2)	5
Sweet Peas Florist	7	6	-	0	-	-	0	-	0	6	-	0	0	0	0	6

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.  
Note 2: Legal parallel parking spaces require 22' feet of curb space according to the Placer County Design Guidelines Manual.  
Note 3: Angled parking spaces assume a approximately 60 degrees and 11' feet of curb space.  
Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).

**APPENDIX A-5: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project						Future Parking Total (4)
		State Route 28 On-Highway					Commercial Core Area Side Street					Change in On-Highway			Total Impact of			
		Right-of-Way Parking					Parking					Right-of-Way Parking (5)			Commercial Improvement Project			
		Private Spaces on Developed Lots (1)	Curb Parallel Length (feet)	Legal Parallel Spaces (2)	Curb Angled Length (feet)	Angled Spaces (3)	Curb Parallel Length (feet)	Legal Parallel Spaces (2)	Curb Angled Length (feet)	Angled Spaces (3)	Existing Parking Total	Private Parking Spaces With Access Eliminated (4)	SR 28 ROW Spaces Eliminated (4)	SR 28 ROW Spaces Gained	On-Highway Right-of-Way Parking with Project (4)	Core Improvement Project		
<b>Bear to Coon / North of 28, continued</b>																		
Jenkins Building:	7	8	28	1	-	0	-	0	0	9	2	1	0	0	(3)	6		
American Mortgage	7	-	-	0	-	0	-	0	0	0	-	0	0	0	0	0		
Wishing Well	7	-	-	0	-	0	-	0	0	0	-	0	0	0	0	0		
Sagan/Rich Construction	7	-	-	0	-	0	-	0	0	0	-	0	0	0	0	0		
3 x Apartments	7	-	-	0	-	0	-	0	0	0	-	0	0	0	0	0		
7-11	7	9	14	0	-	0	-	0	0	9	-	0	0	0	0	9		
<b>Coon St (west side)</b>																		
Coon near Salmon	7	-	-	0	46	2	-	0	0	2	-	-	-	-	0	2		
Coon middle of block	7	-	-	0	36	1	-	0	0	1	-	-	-	-	0	1		
Coon near Brook	7	-	-	0	80	2	-	0	0	2	-	-	-	-	0	2		
<b>Bear to Coon / South of 28</b>																		
Public Beach/Park (west of Visitor Ctr)	8	107	172	7	-	0	-	0	0	114	-	7	0	0	(7)	107		
Public Beach/Park (east of Visitor Ctr)	8	-	104	4	-	0	-	0	0	4	-	0	10	14	10	14		
<b>Coon to Fox / Salmon to Brook</b>																		
<b>Coon St (east side)</b>																		
Coon near Salmon	9	-	-	0	-	0	12	0	0	0	-	-	-	-	0	0		
Coon near Brook	9	-	-	0	-	0	60	2	0	2	-	-	-	-	0	2		
<b>Salmon (north side)</b>																		
Placer County Public Health/Lab/Medical Clinic	9	14	-	0	-	0	42	1	0	15	-	-	-	-	0	15		
Post Office	9	15	-	0	-	0	50	2	0	17	-	-	-	-	0	17		
North Tahoe Village Lot	9	-	-	0	-	0	93	4	0	4	-	-	-	-	0	4		
Trailer Park	9	-	-	0	-	0	50	2	0	2	-	-	-	-	0	2		
Salmon near Fox	9	-	-	0	-	0	39	1	0	1	-	-	-	-	0	1		
<b>Salmon (south side)</b>																		
Behind Spirits of Tahoe	9	-	-	0	-	0	28	1	0	1	-	-	-	-	0	1		
Empty Lot	9	-	-	0	-	0	18	0	0	0	-	-	-	-	0	0		
Empty Lot	9	-	-	0	-	0	20	0	0	0	-	-	-	-	0	0		
Empty Lot	9	-	-	0	-	0	48	2	0	2	-	-	-	-	0	2		
Empty Lot	9	-	-	0	-	0	21	0	0	0	-	-	-	-	0	0		
Empty Lot	9	-	-	0	-	0	74	3	0	3	-	-	-	-	0	3		

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).



**APPENDIX A-6: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project							
		State Route 28 On-Highway Right-of-Way Parking					Commercial Core Area Side Street Parking					Private Parking Spaces With Access Eliminated (4)	Change in On-Highway Right-of-Way Parking (5)			SR 28 On-Highway Right-of-Way Parking with Project (4)	Total Impact of Commercial Core Improvement Project	Future Parking Total (4)	
		Private Spaces on Developed Lots (1)	Curb Length Parallel (feet)	Legal Spaces (2)	Curb Length Angled Spaces (3)	Curb Length Parallel (feet)	Legal Spaces (2)	Curb Length Angled Spaces (3)	Existing Parking Total	SR 28 ROW Spaces Eliminated	SR 28 ROW Spaces Gained		On-Highway Right-of-Way Parking with Project (4)						
<b>Fox St.</b>																			
Empty Lot	9	-	-	0	-	0	38	1	-	0	1	-	-	-	-	-	0	0	1
Empty Lot	9	-	-	0	-	0	146	6	-	0	6	-	-	-	-	-	0	0	6
Alley off Fox behind KFC	9	-	-	0	-	0	57	2	-	0	2	-	-	-	-	-	0	0	2
<b>Coon to Fox / North of 28</b>																			
K.B. Professional Building:	9	8	80	3	-	0	-	0	-	0	11	-	3	0	0	0	(3)	0	8
Remax Scenic Property	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Mission Hills Mortgage	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
All Natural Health Care (Chiro)	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
North Shore Chiropractic	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Joby's Music	9	13	-	0	-	0	-	0	-	0	13	4	0	0	0	0	(4)	0	9
Mike's Floor Covering	9	2	-	0	-	0	-	0	-	0	2	-	0	0	0	0	0	0	2
North Tahoe Village:	9	15	66	3	-	0	-	0	15	0	18	-	2	0	1	(2)	0	0	16
North Lake Tahoe Realty	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Sierra Fine Arts	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Nails by Karen	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
5 vacant offices	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Spirits of Tahoe	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Noah's Video	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Village Hair Style	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Boneterria Rosita	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Sheriff's Substation	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Placer County WIC	9	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	0	0	0
Kilim Handwoven Rugs	9	13	66	3	-	0	-	0	-	0	15	4	0	1	4	(3)	0	0	13
<b>Coon to Fox / North of 28, continued</b>																			
Boberg's Lake Tahoe Mini Golf	9	-	118	5	-	0	-	0	-	0	5	-	0	1	6	1	0	0	6
Kentucky Fried Chicken	9	30	14	0	-	0	-	0	-	0	30	-	0	0	0	0	0	0	30
<b>Coon to Fox / South of 28</b>																			
Beach Barn/Ski Barn	10	19	-	0	-	0	-	0	-	0	19	6	0	0	0	0	(6)	0	13
Mr. Video	10	7	-	0	-	0	-	0	-	0	7	1	0	0	0	0	(1)	0	6
Timeless Sculptures	10	12	-	0	-	0	-	0	-	0	12	6	0	1	1	0	(5)	0	7
Lakeside Gallery & Gifts	10	6	-	0	-	0	-	0	-	0	6	3	0	0	0	0	(3)	0	3
Dave's Ranch Style Hamburgers	10	5	43	1	-	0	-	0	-	0	6	-	0	0	1	0	0	0	6

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assumes approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Herdling Lawson Associates).

**APPENDIX A-7: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project						Future Parking Total (4)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		State Route 28 On-Highway Right-of-Way Parking					Commercial Core Area Side Street Parking					Private Parking Spaces With Access Eliminated (4)	Change in On-Highway Right-of-Way Parking (5)			SR 28 On-Highway Right-of-Way Parking with Project (4)	Total Impact of Core Improvement Project																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		Private Spaces on Developed Lots (1)	Curb Length (feet)		Legal Spaces (2)	Curb Length (feet)	Angled Spaces (3)	Curb Length (feet)	Legal Spaces (2)	Curb Length (feet)	Angled Spaces (3)		Existing Parking Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Harding Lawson Associates).

**APPENDIX A-8: Kings Beach Parking Supply Data By Parcel**

Location/Business Name	Parking District	Existing										Impact of Improvement Project							Future Parking Total (4)
		State Route 28 On-Highway					Commercial Core Area Side Street					Private Parking Spaces With Access Eliminated (4)	Change in On-Highway			SR 28 On-Highway Right-of-Way Parking with Project (4)	Total Impact of Commercial Core Improvement Project		
		Right-of-Way Parking		Curb			Legal		Curb				Right-of-Way Parking (5)						
		Private Spaces on Developed Lots (1)	Curb Length Parallel (feet) (2)	Angled Spaces (3)	Length Parallel (feet) (2)	Angled Spaces (3)	Length Parallel (feet) (2)	Angled Spaces (3)	SR 28 ROW Spaces Eliminated (4)	SR 28 ROW Spaces Gained									
		Length Parallel (feet) (2)	Angled Spaces (3)	Length Parallel (feet) (2)	Angled Spaces (3)	Length Parallel (feet) (2)	Angled Spaces (3)	SR 28 ROW Spaces Eliminated (4)	SR 28 ROW Spaces Gained										
Minnow Ave. (south side), continued																			
Trailer Park	11	-	-	0	-	0	26	1	-	0	0	1	-	-	-	-	0	1	
Trailer Park	11	-	-	0	-	0	32	1	-	0	0	1	-	-	-	-	0	1	
Trailer Park	11	-	-	0	-	0	31	1	-	0	0	1	-	-	-	-	0	1	
Chipmunk Street (west side)																			
Cabins	11	-	-	0	-	0	21	0	-	0	0	0	-	-	-	-	0	0	
Cabins	11	-	-	0	-	0	-	0	193	17	17	17	-	-	-	-	0	17	
Church St. Alley	11	-	-	0	-	0	20	0	-	0	0	0	-	-	-	-	0	0	
North of old gas station	11	-	-	0	-	0	35	1	-	0	0	1	-	-	-	-	0	1	
Chipmunk Street (east side)																			
Near Minnow	11	-	-	0	-	0	37	1	-	0	0	1	-	-	-	-	0	1	
Middle of Chipmunk	11	-	-	0	-	0	193	8	-	0	8	8	-	-	-	-	0	8	
North of old gas station	11	-	-	0	-	0	58	2	-	0	2	2	-	-	-	-	0	2	
Across from old gas station	11	-	-	0	-	0	27	1	-	0	0	1	-	-	-	-	0	1	
West of Chipmunk / South of 28																			
Brockway Bakery	12	3	36	1	-	0	-	0	0	0	4	4	2	1	0	0	(3)	1	
North Lake Lodge	12	-	83	3	-	0	-	0	0	0	3	3	-	0	1	4	1	4	
Thrift Store & Gift	12	6	39	1	-	0	-	0	0	0	7	7	-	1	0	0	(1)	5	
Between Thrift & Char Pit	12	-	28	1	-	0	-	0	0	0	1	1	-	1	0	0	(1)	0	
Char-Pit	12	10	18	0	-	0	-	0	0	0	10	10	-	0	1	1	1	11	
Stevensons Inn	12	-	56	2	-	0	-	0	0	0	2	2	-	1	0	1	(1)	1	
Talel	12	-	10	0	-	0	-	0	0	0	0	0	-	0	0	0	0	0	
Talel	12	-	22	1	-	0	-	0	0	0	1	1	-	1	0	0	(1)	0	
Lauderette & Sierra TV	12	6	-	0	-	0	-	0	0	0	6	6	-	0	2	2	2	8	
Empty Lot	12	-	70	3	-	0	-	0	0	0	3	3	-	2	0	1	(2)	1	
House/Empty Dirt Lot	12	-	77	3	-	0	-	0	0	0	3	3	-	3	0	0	(3)	0	
Brad's High Performance Garage	12	15	116	5	-	0	-	0	0	0	20	20	-	4	0	1	(4)	16	
Brockway Pines Retail	12	13	-	0	-	0	-	0	0	0	13	13	-	0	0	0	(2)	11	
Brockway Pines Retail	12	9	-	0	-	0	-	0	0	0	9	9	1	0	0	0	(1)	8	
TOTAL STUDY AREA		826	3,468	127	44	4	4,336	154	275	24	1,135	87	67	37	101	(117)	1,018		

Note 1: Where applicable, on-highway angled parking is included in developed lot parking designations. Private spaces are not included for Residential and Lodging Properties.

Note 2: Legal parallel parking spaces require 22 feet of curb space according to the Placer County Design Guidelines Manual.

Note 3: Angled parking spaces assume approximately 60 degrees and 11 feet of curb space.

Note 4: Based on Kings Beach Commercial Core Improvement Project plan drawings dated March 28, 2000 (Hedding Lawson Associates).

**Placer County Parking Demand Table**

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## PARKING DEMAND TABLE

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number requirement by 1.1.

### I. RESIDENTIAL

#### Employee Housing

Use Multiple family Dwelling Rate

#### Mobile Home

2 spaces / unit; and

1 space / 6 units (guest parking)

#### Multiple Family Dwelling

1 space / 2 beds; and

1/2 space per bedroom

#### Multi-Person Dwelling

1 space / 2 beds; and

1 space / live-in employee; and

1 space / 10 beds (guest parking)

#### Nursing and Personal Care

space / 3 beds; and

1 space / employee

#### Residential Care

1 space / 4 beds; and

1 space / live-in employee; and

1 space / 2 other employee; and

1 space / 5 beds (guest parking)

#### Single Family Dwelling

Single family house - 2

other, e.g., condos, vacation rentals, guest houses, secondary residences, etc. - (Use Multiple Family Dwelling rate)

#### Summer Home

Use Single Family House Rate)

### II. TOURIST ACCOMMODATION

#### Bed and Breakfast Facilities

Use Hotel / Motel Rate

#### Hotel, Motel, and other Transient Dwelling Units

1 space / full-time administrative employee; and

1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and  
1 space / guest room or unit; and  
1 space / 250 s.f. meeting/display area; and  
1 space / 400 s.f. commercial-retail area

Time Sharing (Hotel / Motel Design)  
Use Hotel / Motel Rate

Time Sharing (Residential Design)  
Use Hotel / Motel Rate

### III. COMMERCIAL

#### A. Retail

Auto, Mobile Home and Vehicle Dealers  
1 space / employee; and  
1 space / 500 s.f. gross sales area

Building Materials and Hardware  
1 space / 300 s.f. GFA; and  
1 space / 200 s.f. gross site area

Eating and Drinking Places  
1 space / 100 s.f. GFA; or  
1 space / 4 customers or seats

Food and Beverage Retail Sales  
1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment  
Furniture 1 space / 500 s.f. non-storage area and  
1 space / 1,000 s.f. storage area  
Other 1 space / 300 s.f. GFA

General Merchandise Stores  
Convenience Store 1 space / 150 s.f. GFA  
Other 1 space / 300 s.f. GFA

Mail Order and Vending  
1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

Nursery  
1 space / full-time employee; and  
1 space / 300 s.f. GFA

Outdoor Retail Sales  
1 space / employee; and

1 space / 500 s.f. gross sales area

Service Station

1 space / 300 s.f. retail / office area; and  
3 spaces / service bay

B. Entertainment

Amusements and Recreation Services

Arcade	1 space / 150 s.f. GFA
Bowling	5 space / lane
Health Spa/ Gym	1 space / 300 s.f. GFA
Ice/ Roller Rink	1 space / full-time employee; and 1 space / 200 s.f. GFA
Tennis (indoor)	
Racquetball, etc.	1 space / employee; and 3 spaces/ court
Theater	1 space / employee; and 1 space / 3 seats
Other	1 space / 35 s.f. GFA]

Gaming-Nonrestricted Only

1 space / 1.5 full-time employees; nad  
1 space / 3 part-time employees; and  
1 space / 250 s.f. casino floor area

Privately Owned Assembly and Entertainment

Auditorium	1 space / full-time employee; and 1 space / 150 s.f. GFA; or 1 space / 3 seats
Cabaret	1 space / 2 employees; and 1 space / 4 seats
Convention	1 space / full-time employee; and 1 space / 400 s.f. GFA

Outdoor Amusements

Miniature Golf	3 spaces / hole; and 1 space / 250 s.f. commerical area
Other	Case-by-case

C. Services

Animal Husbandry Services

1 space / 250 s.f. GFA outside of kennel

Auto Repair and Service

1 space / 300 s.f. retail / office area; and  
3 spaces / service bay

Broadcasting Studios

1 space / 300 s.f. GFA

Business Support Services

1 space / 300 s.f. GFA

Contract Construction Services

1 space / 1,500 s.f. GFA storage; and

1 space / 300 s.f. GFA office

Financial Services

1 space / 200 s.f. GFA

Health Care Services

1 space / 150 s.f. GFA; and

1 space / 2 employee

Laundries and Dry Cleaning Plant

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Personal Services

Laundromat 1 space / 150 s.f. GFA

Other 1 space / 250 s.f. GFA

Professional Offices

1 space / 250 s.f. GFA

Repair Services

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Sales Lots

1 space / employee; and

1 space / 500 s.f. gross sale area

Schools - Business and Vocations

1 space / 75 s.f. GFA; and

1 space / employee

Schools - Preschool

1 space / employee; and

1 space / 5 students

Secondary Storage

1 space / 1,000 s.f. storage area



#### D. Light Industrial

##### Batch Plants

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Food and Kindred Products

1 space / 500 s.f. non-storage; and  
1 space / 1,000 s.f. storage area

##### Fuel and Ice Dealers

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Industrial Services

1 space / 350 s.f. GFA

##### Printing and Publishing

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Recycling and Scrap

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Small Scale Manufacturing

1 space / 400 s.f. GFA

#### E. Wholesale / Storage

##### Storage Yards

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Vehicle and Freight Terminals

1 space / employee; and  
1 space / bay

##### Vehicle Storage and Parking

1 space / 500 s.f. non-storage area; and  
1 space / 1,000 s.f. storage area

##### Warehousing

Mini-warehouse	1 space / 5 rental units; and 1 space / employee
Other	1 space / 1,000 s.f. GFA

#### IV. PUBLIC SERVICE

##### A. General

###### Churches

1 space / 3 seats

###### Collection Stations

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

###### Cultural Facilities

1 space / full-time employee; and

1 space / 250 s.f. GFA

###### Day Care Centers

1 space / employee; and

1 space / 5 students

###### Government Offices

1 space / 250 s.f. GFA

###### Hospitals

1 space / 2 employees; and

1 space / 2 beds; and

1 space / 300 s.f. emergency room area

###### Local Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

###### Local Public Health and Safety Facilities

1 space / employee; and

1 space / 1,000 s.f.

###### Power Generating

1 space / full-time employee

###### Publicly Owned Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

###### Public Utility Center

3 spaces / 2,500 s.f. of facility area

###### Regional Public Health and Safety Facilities

1 space / employee; and

1 space / 1,000 s.f.

School - Colleges

- 1 space / employee; and
- 1 space / 2 full-time students; and
- 1 space / 4 seater in auditorium, stadium, or gymnasium; and
- 1 space / 100 s.f. non-classroom meeting area

Schools - Kindergarten through Secondary

- Elementary
  - 1 space / employee; and
  - 1 space / 50 s.f. non-classroom area
- High School
  - 1 space / employee; and
  - 1 space / 3 students; and
  - 1 space / 4 seats auditorium, etc.; and
  - 1 space / 100 s.f. non-classroom meeting area

V. RECREATION

A. Urban Recreation

Recreation Centers

- 1 space / full-time employee; and
- 1 space / 500 s.f. GFA

Participating Sports Facilities

- Swimming
  - 1 space / full-time employee; and
  - 1 space / 3 part-time employee; and
  - 1 space / 75 s.f. pool area
- Tennis
  - 1 space / 3 courts
- Other
  - Case-by-case

Sports Assembly

- 1 space / 3 seats

B. Developed Outdoor Recreation

Developed Campgrounds

- 1 space / full-time employee; and
- 1 space / 3 part-time employees; and
- 1 space / campsite or cabin; and
- 1 space / 10 campsites or cabins (guest parking)

Golf Course

- Driving Range
  - 1 space / full-time employee; and
  - 1 space / tee
- Executive (par 3)
  - 1 space / full-time employee; and
  - 40 spaces / 9 holes
- Other
  - 1 space / full-time employee; and
  - 1 space / 3 part-time employees; and
  - 10 spaces / hole

**Group Facilities**

1 space / 1,000 s.f. park area

**Marinas**

1 space / full-time employee; and

1 space / 3 moorings or slips

**Recreational Vehicle Park**

1 space / full-time employee; and

1 space / 3 part-time employees; and

1 space / RV site; and

1 space / 10 RV sites (guest parking)

**VI. ALL OTHER USES**

All Other Use

Case-by-case

**Notes:**

1. Where used above, "Employee" refers to the number of employees for the largest shift/
2. GFA - Gross Floor Area

Appendix C  
**Land Use Data By Parcel**

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**APPENDIX C-1: Kings Beach Physical Characteristics and Land Use By Parcel**

Parking District	Location/Parcel #	Land Use Data (Per Parking Demand Table)							Business Name	Land Use Used for Parking Demand	Minimum Parking Demand (2)	
		Building Size (sq ft)	S.F. Gross Floor Area (GFA)(1)	S.F. Gross Site Area	S.F. Non-Storage Area	Number of Seats	Number of Employees	Number of Rooms				Number of Holes/Service Bays
<b>Hwy 267 to Secline / North of 28</b>												
1	117 180 007 000	932	800	-	-	-	-	-	Stones County Tire and Automotive	Auto Repair	12	
<b>Hwy 267 to Secline / South of 28</b>												
2	117 180 012 000	1,508	1,400	-	100	1,300	-	-	Beacon	Service Station	4	
<b>Secline to Deer / North of 28</b>												
3	090 071 001 000	9,744	5,000	7,000	-	-	-	-	True Value Building: Alle Chiropractic	Building Mat. & Hardware	52	
3	090 071 026 000	-	1,000	-	-	-	2	-	J. Ertner, DDS	Health Care Services	8	
3	090 071 002 000	-	1,000	-	-	-	3	-	Tahoe Women's Services	Health Care Services	8	
3	090 071 025 000	-	1,000	-	-	-	5	-	Music Teacher	Local Public Health & Safety Facilities	6	
3	090 071 023 000	-	500	-	-	-	2	-	La Comunidad Unida	Cultural Facility	4	
3	090 071 022 000	-	300	-	-	-	1	-	Hiro Sushi	Cultural Facility	2	
3	090 071 019 000	-	-	-	-	32	-	-	Rite Aid	Eating & Drinking	8	
3	090 071 030 000	4,840	4,400	-	-	-	-	-	Tahoe Paddle & Oar/Dave's Ski Shop	Gen Merch, Other	15	
3	090 071 029 000	1,242	1,100	-	-	-	-	-	-	Gen Merch, Other	4	
<b>Secline to Deer / South of 28</b>												
4	090 072 003 000	876	800	-	-	-	-	-	Tahoe Cutting Co.	Personal Services, Other	3	
4	090 072 000 000	-	800	-	-	-	-	-	Commercial Property (For Sale)	Commercial Property	3	
4	090 072 024 000	1,361	1,200	-	-	48	-	-	Crosswinds Cafe	Eating & Drinking	12	
4	090 072 030 000	-	800	-	-	-	-	-	Java Hut	Eating & Drinking	0	
4	090 072 000 000	2,913	2,600	-	-	30	-	-	Steamers	Eating & Drinking	8	
4	090 072 029 000	4,256	3,800	-	-	-	-	-	Steamers Parking Lot	-	-	
<b>Deer to Bear / North of 28</b>												
5	090 075 002 000	700	300	-	-	-	-	-	Mountaineer Real Estate, NS Flooring	Professional Offices	1	
5	090 075 002 000	-	600	-	100	500	-	-	North Shore Flooring/Re Nue Carpet Care	Furniture, Home Furnishings & Equipment, Other	2	
5	090 075 024 000	24,000	21,600	-	400	-	-	-	Layton Building:	-	-	
5	090 075 024 000	-	800	-	-	-	-	-	Potter's Wheel	Gen Merch, Other	3	
5	090 075 024 000	-	800	-	-	-	-	-	La Petit Styling	Personal Services, Other	3	
5	090 075 024 000	-	400	-	-	-	-	-	Cal Neve Appraisal	Professional Offices	2	
5	090 075 018 000	468	400	-	-	64	-	-	Las Panchillas	Eating & Drinking	16	
5	090 075 017 000	1,653	1,500	-	400	1,000	4	0	Shell Station/Ronco Enterprise	Service Station	3	
5	090 075 016 000	-	-	-	-	-	-	-	Shell Station/Ronco Enterprise	-	-	
5	090 075 020 000	-	-	-	-	-	-	-	Shell Station/Ronco Enterprise	-	-	
5	090 075 014 000	5,820	5,200	-	100	5,700	-	-	Tahoe Crafts	Printing & Publishing	12	
5	090 075 010 000	702	600	-	-	-	-	-	As You Wish	Gen Merch, Other	2	
5	090 075 009 000	3,198	2,900	-	-	-	-	-	Unknown (Felte Service & Supply)	-	-	
<b>Deer to Bear / South of 28</b>												
6	090 080 018 000	-	8,090	-	-	-	6	-	Conference Center (NTPUD)	Convention	26	
6	090 080 001 000	-	3,000	-	-	80	-	-	Jason's	Eating & Drinking	20	
6	090 080 001 000	-	1,000	-	100	900	-	-	Inside Outfitters	Gen Merch, Other	3	
6	090 080 001 000	-	1,000	-	-	-	-	-	Dana Sports & Ski	Gen Merch, Other	3	
<b>Bear to Coon / Brook to Trout</b>												
7	090 122 001 000	2,068	1,900	-	-	-	-	-	Animal Hospital	Professional Offices	8	
7	090 122 028 000	-	3,000	-	500	-	-	-	Bank of the West	Financial Services	15	
7	090 122 027 000	-	-	-	-	-	-	-	-	-	-	
7	090 122 025 000	-	800	-	-	-	-	-	Glass Replacement Specialists	Furniture, Home Furnishings & Equipment, Other	3	
7	090 122 026 000	-	600	-	-	-	-	-	Print Art	Gen Merch, Other	2	
7	090 122 010 000	4,286	3,900	-	-	10	-	-	Taqueria La Mexicana	Eating & Drinking	3	
7	090 122 017 000	4,400	1,750	-	-	-	-	1	Kings Beach Automotive	Gen Merch, Other	6	

Note 1: Gross Floor Area (GFA) is estimated as a percentage of building size where specific data is unavailable.

Note 2: According to Placer County Parking Code.

Source: County of Placer Property System Assessor Inquiry Reports dated 10/12/1999 and Informal phone conversations 12/15/1999 through 1/12/2000.

KB Parking Demand Final.v03

**APPENDIX C-2: Kings Beach Physical Characteristics and Land Use By Parcel**

Land Use Data (Per Parking Demand Table)													
Parking District	Location/Parcel #	Building Size (sq ft)	S.F. Floor Area (GFA)(1)		S.F. Gross Site Area	S.F. Non-Storage area	Number of Seats	Number of Employees	Number of Rooms	Number of Service Bays	Business Name	Land Use Used for Parking Demand	Minimum Parking Demand (2)
Bear to Coon / North of 28													
7	090 123 001 000	5,680	4,400	-	-	1,400	3,000	-	-	-	Emil's Printing (Upstairs)	Printing & Publishing	7
7	090 123 001 000	-	700	-	-	-	-	15	-	-	Joni's Downtown Cafe (Downstairs)	Eating & Drinking	4
7	090 123 024 000	1,232	1,100	-	-	-	-	-	-	-	Placer Sierra Bank	Financial Services	5
7	090 123 025 000	3,465	2,400	-	-	1,200	-	-	-	-	Tareva Auto Parts	Gen Merch, Other	8
7	090 123 027 000	2,438	1,250	-	-	-	22	-	-	-	Taco Bell Express/Bruening Ass. Real Estate	Eating & Drinking	6
7	090 123 027 000	-	1,250	-	-	-	-	-	-	-	Sierra Counsel (above Taco Bell)	Professional Offices	5
7	090 123 027 000	-	650	-	-	-	-	-	-	-	Bruening Ass. Real Estate (above Taco Bell)	Professional Offices	3
7	090 123 027 000	2,260	1,200	-	-	-	-	-	-	-	Cruz Control	Gen Merch, Other	4
7	090 123 021 000	-	-	-	-	-	-	-	-	-	Cruz Control (apartment upstairs)	-	-
7	090 123 016 000	3,320	1,700	-	-	-	-	-	-	-	Tahoe Bike and Ski	Gen Merch, Other	6
7	090 123 017 000	1,440	1,300	-	-	-	30	-	-	-	China Express	Eating & Drinking	8
7	090 123 018 000	-	-	-	-	-	-	-	-	-	China Express	Eating & Drinking	0
7	090 123 019 000	-	-	-	-	-	-	-	-	-	Vacant Lot	-	-
7	090 123 006 000	-	400	-	-	-	30	-	-	-	Tradewinds	Eating & Drinking	8
7	090 123 011 000	-	-	-	-	-	-	-	-	-	Tradewinds	Eating & Drinking	8
7	090 123 010 000	2,783	2,500	-	-	-	-	-	-	-	The Robin's Nest	Eating & Drinking	0
7	090 123 009 000	3,840	3,500	-	-	-	-	-	-	-	Sweet Peas Florist	Gen Merch, Other	8
7	090 123 008 000	3,180	2,900	-	-	-	-	-	-	-	Jenkins Building	Gen Merch, Other	12
7	090 123 008 000	-	800	-	-	-	-	-	-	-	American Mortgage	Professional Offices	3
7	090 123 008 000	-	900	-	-	-	-	-	-	-	Wishing Well	Gen Merch, Other	3
7	090 123 008 000	-	1,100	-	-	-	-	-	-	-	Sagan/Rich Construction	Professional Offices	4
7	090 123 008 000	-	2,800	-	-	-	-	-	-	-	3 x Apartments	-	-
7	090 123 023 000	2,000	1,800	-	-	-	-	-	-	-	7-11	Gen Merch, Convenience	12
Bear to Coon / South of 28													
8	090 080 002 000	-	-	200,000	-	-	-	-	-	-	Public Beach/Park	Group Facilities	200
Coon to Fox / Salmon to Brook													
9	090 126 025 000	3,000	2,700	-	-	-	-	10	-	-	Placer County Public Health/Lab/Medical Clinic	Health Care Services	23
9	090 126 014 000	4,263	3,800	-	-	-	-	-	-	-	Post Office	Govt. Offices	15
Coon to Fox / North of 28													
9	090 133 018 000	4,832	4,600	-	-	-	-	-	-	-	K.B. Professional Building:	-	-
9	090 133 018 000	-	2,000	-	-	-	-	-	-	-	Remax Scenic Property	Professional Offices	8
9	090 133 018 000	-	1,000	-	-	-	-	-	-	-	Mission Hills Mortgage	Professional Offices	4
9	090 133 0xx 000	-	600	-	-	-	2	-	-	-	All Natural Health Care (Chiro)	Professional Offices	2
9	090 133 018 000	-	1,000	-	-	-	2	-	-	-	North Shore Chiropractic	Professional Offices	4
9	090 133 016 000	3,431	3,100	-	-	-	-	-	-	-	Joby's Music	Gen Merch, Other	10
9	090 133 003 000	-	1,440	-	288	1,152	-	-	-	-	Mike's Floor Covering	Furniture, Home Furnishings & Equipment, Other	5
9	090 133 005 000	9,699	8,800	-	-	-	-	-	-	-	North Tahoe Village:	-	-
9	090 133 005 000	-	510	-	-	-	-	-	-	-	North Lake Tahoe Realty	Professional Offices	2
9	090 133 005 000	-	350	-	-	-	-	-	-	-	Sierra Fine Arts	Gen Merch, Other	1
9	090 133 005 000	-	214	-	-	-	-	-	-	-	Nails by Karen	Personal Services, Other	1
9	090 133 005 000	-	2,700	-	-	-	-	-	-	-	5 vacant offices	-	-
9	090 133 005 000	-	1,360	-	-	-	-	-	-	-	Spirits of Tahoe	Gen Merch, Other	5
9	090 133 005 000	-	897	-	-	-	-	-	-	-	Noah's Video	Gen Merch, Other	3
9	090 133 005 000	-	400	-	-	-	-	-	-	-	Village Hair Style	Personal Services, Other	2
9	090 133 005 000	-	965	-	-	-	-	-	-	-	Bonatarria Rostia	Gen Merch, Other	3
9	090 133 005 000	-	690	-	-	-	-	-	-	-	Sheriff's Substation	Govt. Offices	3
9	090 133 005 000	-	690	-	-	-	-	-	-	-	Placer County W/C	Govt. Offices	3

Note 1: Gross Floor Area (GFA) is estimated as 50 percent of building size where specific data is unavailable.

Note 2: According to Placer County Parking Code.

Source: County of Placer Property System Assessor Inquiry Reports dated 10/12/1999 and informal phone conversations 12/15/1999 through 1/12/2000.

XB Parking Demand Final.wb3

**APPENDIX C-3: Kings Beach Physical Characteristics and Land Use By Parcel**

Land Use Data (Per Parking Demand Table)													
Parking District	Location/Parcel #	Building Size (sq.ft.)	S.F. Gross		S.F. Non-Storage area	S.F. Storage area	Number of Seats	Number of Employees	Number of Holes/Rooms	Number of Service Bays	Business Name	Land Use Used for Parking Demand	Minimum Parking Demand (2)
			Floor Area (GFA)	Site Area									
Coon to Fox / North of 28, continued													
9	090 133 015 000	1,100	1,000	-	70	930	-	-	-	-	Kilim Handwoven Rugs	Gen Merch, Other	3
9	090 133 012 000	448	400	-	-	-	-	-	36	-	Boberg's Lake Tahoe Mini Golf	Miniature Golf	13
9	090 133 011 000	1,533	1,400	-	-	-	9	-	-	-	Kentucky Fried Chicken	Eating & Drinking	2
9	090 133 010 000	-	-	-	-	-	-	-	-	-	Kentucky Fried Chicken	Eating & Drinking	-
Coon to Fox / South of 28													
10	090 134 001 000	3,154	2,800	-	-	-	-	-	-	-	Beach Barn/Ski Barn	Gen Merch, Other	9
10	090 134 002 000	1,840	1,700	-	-	-	-	-	-	-	Mr. Video	Gen Merch, Other	6
10	090 134 024 000	2,664	2,400	-	-	-	-	-	-	-	Timeless Sculptures	Gen Merch, Other	8
10	090 134 005 000	2,957	2,700	-	0	2,700	-	-	-	-	Lakeside Gallery & Gifts	Gen Merch, Other	9
10	090 134 006 000	672	600	-	-	-	20	-	-	-	Dave's Ranch Style Hamburgers	Eating & Drinking	5
10	090 134 039 000	4,326	3,900	-	-	-	50	-	-	-	Log Cabin Café & Ice Cream	Eating & Drinking	13
10	090 134 042 000	-	-	-	-	-	-	-	-	-	Log Cabin Café & Ice Cream	-	-
10	090 134 043 000	1,728	1,600	-	-	-	-	-	-	-	Sierra Shifts	Gen Merch, Other	5
10	090 134 029 000	1,075	1,000	-	-	-	26	-	-	-	Subway	Eating & Drinking	7
Fox to Chipmunk / North of 28													
11	090 192 001 000	-	-	-	-	-	28	-	-	-	Los Compadres	Eating & Drinking	7
11	090 192 002 000	3,228	2,900	-	-	-	250	2	-	-	Brockway Theatre	Theater	85
11	090 192 004 000	-	-	-	-	-	10	-	-	-	Taco's Jalisco Mexican Rest.	Eating & Drinking	3
11	090 192 031 000	2,810	2,500	-	-	-	-	-	-	-	Showplace Fine Home Furnishings	Furniture, Home Furnishings & Equipment	8
11	090 192 027 000	-	-	-	-	-	-	-	-	-	Showplace Fine Home Furnishings	-	-
11	090 192 034 000	-	1,600	-	-	-	-	-	-	-	Pacific Telephone & Telegraph	Industrial Services	5
11	090 192 021 000	-	-	-	-	-	-	-	-	-	Pacific Telephone & Telegraph	-	-
11	090 192 030 000	-	-	-	-	-	-	-	-	-	Pacific Telephone & Telegraph	-	-
11	090 192 017 000	1,737	1,600	-	-	-	-	-	-	3	KB Car Wash	Service Station	9
11	090 192 057 000	-	-	-	-	-	-	-	-	-	KB Car Wash	-	-
11	090 192 056 000	-	-	-	-	-	92	-	-	-	Pelluso's Pizza	Eating & Drinking	23
11	090 192 055 000	1,259	1,100	-	-	-	-	-	-	-	Chevron Station	Service Station	0
11	090 192 041 000	-	-	-	-	-	-	-	-	-	Chevron Station	Service Station	0
West of Chipmunk / South of 28													
12	090 134 011 000	3,774	3,400	-	-	-	18	-	-	-	Brockway Bakery	Eating & Drinking	5
12	090 142 024 000	1,950	1,800	0	1,755	-	-	-	-	-	Thrft Store & Gift	Gen Merch, Other	6
12	090 142 025 000	960	900	-	-	-	50	12	-	-	Char-Pit	Eating & Drinking	13
12	090 142 007 000	1,100	600	200	400	0	-	-	-	-	Laundrelle & Sierra TV	Personal Services, Laundromat	4
12	090 142 007 000	-	500	0	500	-	-	-	-	-	Sierra TV	Repair Services	1
12	090 221 015 000	2,100	1,900	-	-	-	-	-	-	2	Brad's High Performance Garage	Auto Repair	6
12	090 221 000 000	-	1,000	-	-	-	-	-	-	-	Brockway Pines and Other Retail Stores	Gen Merch, Other	3
12	090 221 000 000	-	800	-	-	-	-	-	-	-	Brockway Pines and Other Retail Stores	Gen Merch, Other	3
TOTAL STUDY AREA													939

Note 1: Gross Floor Area (GFA) is estimated as 90 percent of building size where specific data is unavailable.

Note 2: According to Pierce County Parking Code.

Source: County of Pierce Property System Assessor Inquiry Reports dated 10/12/1999 and informal phone conversations 12/15/1999 through 1/12/2000.

KB Parking Demand Final.wb3



## Appendix D

# Shared Parking Analysis

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**APPENDIX D-1: Kings Beach Parking Supply, Demand and Accumulation Data By Parcel**

Business Name	Parking District	Existing Parking Supply		Number of Occupied Spaces (1)				Parking Demand (According to County Code)		Parking Code Surplus/Deficit	Percent Max. Parking Demand (2)	During Peak Hour of Zone Parking Demand	
		Total Private Spaces	Disabled Parking Spaces	10 am to 12 pm	12 pm to 2 pm	2 pm to 4 pm	Existing Parking Surplus/Deficit	County Parking Code	Code Parking Demand With Shared Parking			Shared Parking Surplus/Deficit	
<b>Hwy 267 to Secline / North of 28</b>													
Stones County Tire and Automotive	1	21		12	9	9	9	12	9		100%	12	9
<b>Hwy 267 to Secline / South of 28</b>													
Beacon	2	2		4	1	0	(2)	4	(2)		100%	4	(2)
<b>Secline to Deer / North of 28</b>													
True Value Building:	3	21		12	13	7	8	52	(31)		100%	52	(31)
Alta Chiropractic	3	0		0	0	0	0	8	(8)		100%	8	(8)
J. Enner, DDS	3	-		0	0	0	0	8	(8)		100%	8	(8)
Tahoe Womens Services	3	-		0	0	0	0	6	(6)		100%	6	(6)
Music Teacher	3	-		0	0	0	0	4	(4)		100%	4	(4)
La Comunidad Unida	3	3		4	4	4	(1)	2	1		100%	2	1
Hiro Sushi	3	11		11	7	6	0	8	3		80%	6	5
Rite Aid	3	28		14	15	12	13	15	13		100%	15	13
Tahoe Paddle & Oar/Dave's Ski Shop	3	25	1	24	21	21	1	4	21		100%	4	21
<b>Secline to Deer / South of 28</b>													
Tahoe Cutting Co.	4	5		0	5	1	0	3	2		100%	3	2
Commercial Property (For Sale)	4	7		1	1	0	6	3	4		100%	3	4
Crosswinds Café	4	7		5	6	4	1	12	(5)		100%	12	(5)
Java Hut	4	6	1	6	6	7	(1)	0	6		80%	0	6
Steamers	4	11	1	2	15	13	(4)	8	3		80%	6	5
Steamers Parking Lot	4	-		0	0	0	0	0	0		80%	0	0
<b>Deer to Bear / North of 28</b>													
Mountaineer Real Estate, NS Flooring	5	-		0	0	0	0	1	(1)		100%	1	(1)
North Shore Flooring/Re Nue Carpet Care	5	2		2	2	1	0	2	0		100%	2	0
Layton Building:	5	7	1	14	7	5	(7)	0	7		100%	0	7
Potter's Wheel	5	-		0	0	0	0	3	(3)		100%	3	(3)
La Petit Styling	5	-		0	0	0	0	3	(3)		100%	3	(3)
Cal Neva Appraisal	5	-		0	0	0	0	2	(2)		100%	2	(2)
Las Panchitas	5	17		0	0	0	17	16	1		80%	13	4
Shell Station/Ronco Enterprise	5	17	1	15	13	11	2	3	14		100%	3	14
Shell Station/Ronco Enterprise	5	0		0	0	0	0	0	0		100%	0	0
Shell Station/Ronco Enterprise	5	-		0	0	0	0	0	0		100%	0	0
Tahoe Crafts	5	19		8	7	6	11	12	7		100%	12	7
As You Wish	5	3		0	0	0	3	2	1		100%	2	1
Unknown (Felle Service & Supply)	5	6		1	1	1	5	0	6		100%	0	6
<b>Deer to Bear / South of 28</b>													
Conference Center (NTPUD)	6	61	3	52	74	67	(13)	26	35		100%	26	35
Jason's	6	12	1	2	11	11	1	20	(8)		80%	16	(4)
Inside Outfitters	6	-		0	0	0	0	3	(3)		100%	3	(3)
Dana Sports & Ski	6	-		0	0	0	0	3	(3)		100%	3	(3)
<b>Bear to Coon / Brook to Trout</b>													
Animal Hospital	7	3		4	1	1	(1)	8	(5)		100%	8	(5)
Bank of the West	7	14	1	1	1	1	13	15	(1)		100%	15	(1)
-	7	-		0	0	0	0	0	0		100%	0	0
Glass Replacement Specialists	7	1		1	1	0	0	3	(2)		100%	3	(2)
-	7	-		0	0	0	0	2	(2)		100%	2	(2)
Taqueria La Mexicana	7	1		1	1	1	0	3	(2)		100%	3	(2)
Kings Beach Automotive	7	8	1	9	9	8	(1)	6	2		100%	6	2

Note 1: Parking counts conducted 8/24/09 factored to first Saturday of August based upon ratio of first Saturday to 8/24 California traffic count data (factor of 1.178).

Note 2: During Period of Peak Parking Demand

**APPENDIX D-2: Kings Beach Parking Supply, Demand and Accumulation Data By Parcel**

Business Name	Parking District	Existing Parking Supply		Number of Occupied Spaces (1)				Parking Demand (According to County Parking Code)		Parking Code Surplus/Deficit	During Peak Hour of Zone Parking Demand	
		Total Private Parking Spaces	Disabled Parking Spaces	10am to 12 pm	12 pm to 2 pm	2 pm to 4 pm	Existing Parking Surplus/Deficit	Percent Max. Parking Demand (2)	Code Parking Demand with Shared Parking		Shared Parking Surplus/Deficit	
<b>Bear to Coon / North of 28</b>												
Emil's Printing (Upstairs)	7	18	1	8	12	12	6	7	11	100%	7	11
Joni's Downtown Cafe (Downstairs)	7	-		0	0	0	0	4	(4)	100%	4	(4)
Placer Sierra Bank	7	12	1	2	6	6	6	6	6	100%	6	6
Tanava Auto Parts	7	7	1	5	7	6	0	8	(1)	100%	8	(1)
Taco Bell Express/Bruening Ass. Real Estate	7	16		0	0	0	16	6	10	100%	6	10
Sierra Counsel (above Taco Bell)	7	-		0	0	0	0	5	(5)	100%	5	(5)
Bruening Ass. Real Estate (above Taco Bell)	7	-		0	0	0	0	3	(3)	100%	3	(3)
Cruz Control	7	-		0	0	0	0	4	(4)	100%	4	(4)
Cruz Control (apartment upstairs)	7	-		0	0	0	0	0	0	100%	0	0
Tahoe Bike and Ski	7	-		0	0	0	0	6	(6)	100%	6	(6)
China Express	7	1	1	0	1	1	0	8	(7)	100%	8	(7)
China Express	7	-		0	0	0	0	0	0	100%	0	0
Vacant Lot	7	-		0	0	0	0	0	0	100%	0	0
Tradewinds	7	13	1	6	11	13	0	8	5	80%	7	7
Tradewinds	7	-		0	0	0	0	0	0	80%	0	0
The Robin's Nest	7	4		0	0	0	4	8	(4)	100%	8	(4)
Sweet Peas Florist	7	6		8	9	8	(3)	12	(6)	100%	12	(6)
Jenkins Building:	7	8		4	2	1	4	0	8	100%	0	8
American Mortgage	7	-		0	0	0	0	3	(3)	100%	3	(3)
Wishing Well	7	-		0	0	0	0	3	(3)	100%	3	(3)
SagamiRich Construction	7	-		0	0	0	0	4	(4)	100%	4	(4)
3 x Apartments	7	-		0	0	0	0	0	0	100%	0	0
7-11	7	9	1	8	11	7	(2)	12	(3)	100%	12	(3)
<b>Bear to Coon / South of 28</b>												
Public Beach/Park	8	107	2	92	131	124	(24)	200	(93)	100%	200	(93)
<b>Coon to Fox / Salmon to Brook</b>												
Placer County Public Health/Lab/Medical Clinic	9	14	1	0	0	0	14	23	(9)	100%	23	(9)
Post Office	9	15	1	1	2	2	13	15	0	100%	15	0
<b>Coon to Fox / North of 28</b>												
K.B. Professional Building:	9	9		9	11	12	(4)	0	8	100%	0	8
Remax Scenic Property	9	-		0	0	0	0	8	(8)	100%	8	(8)
Mission Hills Mortgage	9	-		0	0	0	0	4	(4)	100%	4	(4)
All Natural Health Care (Chiro)	9	-		0	0	0	0	2	(2)	100%	2	(2)
North Shore Chiropractic	9	-		0	0	0	0	4	(4)	100%	4	(4)
Joby's Music	9	13		2	2	0	11	10	3	100%	10	3
Mike's Floor Covering	9	2		2	4	4	(2)	5	(3)	100%	5	(3)
North Tahoe Village:	9	15	1	11	17	15	(2)	0	15	100%	0	15
North Lake Tahoe Realty	9	-		0	0	0	0	2	(2)	100%	2	(2)
Sierra Fine Arts	9	-		0	0	0	0	1	(1)	100%	1	(1)
Nails by Karen	9	-		0	0	0	0	1	(1)	100%	1	(1)
5 vacant offices	9	-		0	0	0	0	0	0	100%	0	0
Spirits of Tahoe	9	-		0	0	0	0	5	(5)	100%	5	(5)
Noah's Video	9	-		0	0	0	0	3	(3)	100%	3	(3)
Village Hair Style	9	-		0	0	0	0	2	(2)	100%	2	(2)
Bonelama Rosita	9	-		0	0	0	0	3	(3)	100%	3	(3)
Sheriff's Substation	9	-		0	0	0	0	3	(3)	100%	3	(3)
Placer County WIC	9	-		0	0	0	0	3	(3)	100%	3	(3)

Note 1: Parking counts conducted 8/24/99 factored to first Saturday of August based upon ratio of first Saturday of August to 8/24 Caltrans traffic count data (factor of 1.179).

Note 2: During Period of Peak Parking Demand

**APPENDIX D-3: Kings Beach Parking Supply, Demand and Accumulation Data By Parcel**

Business Name	Parking District	Existing Parking Supply		Number of Occupied Spaces (1)				Parking Demand (According to County Code)	Parking Code Surplus/Deficit	During Peak Hour of Zone Parking Demand		
		Total Private Parking Spaces	Disabled Parking Spaces	10am to 12 pm	12 pm to 2 pm	2 pm to 4 pm	Existing Parking Surplus/Deficit			Percent Max. Parking Demand (2)	Code Parking Demand With Shared Parking	
Coon to Fox / North of 28, continued												
Kilim Handwoven Rugs	9	13	1	1	2	1	11	3	10	100%	3	
Bobert's Lake Tahoe Mini Golf	9	9		0	0	0	0	13	(13)	100%	13	
Kentucky Fried Chicken	9	30	1	5	8	5	22	2	28	100%	2	
Kentucky Fried Chicken	9	-		0	0	0	0	0	0	100%	0	
Coon to Fox / South of 28												
Beach Bam/Ski Barn	10	19		6	14	5	5	9	10	100%	9	
Mr. Video	10	7		2	2	1	5	6	1	100%	6	
Timeless Sculptures	10	12		4	8	9	3	8	4	100%	8	
Lakeside Gallery & Gifts	10	6		2	4	1	2	9	(3)	100%	9	
Dave's Ranch Style Hamburgers	10	5		2	6	6	(1)	5	0	100%	5	
Log Cabin Café & Ice Cream	10	8		4	9	5	(1)	13	(5)	100%	13	
Log Cabin Café & Ice Cream	10	-		0	0	0	0	0	0	100%	0	
Sierra Shirts	10	4		4	4	1	0	5	(1)	100%	5	
Subway	10	15		6	9	8	6	7	8	100%	7	
Fox to Chilmunk / North of 28												
Los Compadres	11	0		0	0	0	0	7	(7)	100%	7	
Brockway Theatre	11	0		0	0	0	0	85	(85)	100%	85	
Taco's Jalisco Mexican Rest.	11	5		1	7	4	(2)	3	2	100%	3	
Showplace Fine Home Furnishings	11	4		0	0	0	4	8	(4)	50%	4	
Showplace Fine Home Furnishings	11	-		0	0	0	0	0	0	50%	0	
Pacific Telephone & Telegraph	11	7		1	1	7	0	5	2	0%	7	
Pacific Telephone & Telegraph	11	-		0	0	0	0	0	0	0%	0	
Pacific Telephone & Telegraph	11	-		0	0	0	0	0	0	0%	0	
KB Car Wash	11	18	1	1	8	1	10	9	9	50%	9	
KB Car Wash	11	-		0	0	0	0	0	0	50%	0	
Peluso's Pizza	11	21	1	1	2	5	16	23	(2)	100%	23	
Chevron Station	11	4		1	2	0	2	0	4	100%	4	
Chevron Station	11	-		0	0	0	0	0	0	100%	0	
West of Chilmunk / South of 28												
Brockway Bakery	12	3		4	4	2	(1)	5	(2)	100%	5	
Thrifty Store & Gift	12	6		1	5	4	1	6	0	100%	6	
Char-Pit	12	10		2	6	5	4	13	(3)	100%	13	
Lauderette & Sierra TV	12	6		5	4	4	1	4	2	100%	4	
Sierra TV	12	-		0	0	0	0	1	(1)	100%	1	
Brad's High Performance Garage	12	15		8	11	11	4	6	9	100%	6	
Brockway Pines and Other Retail Stores	12	13		0	0	2	11	3	10	100%	3	
Brockway Pines and Other Retail Stores	12	9		5	1	2	4	3	6	100%	3	
TOTAL STUDY AREA												
										-	-	-

Note 1: Parking counts conducted 8/24/88 factored to first Saturday of August based upon ratio of first Saturday to 8/24 California traffic count data (factor of 1.179).

Note 2: During Period of Peak Parking Demand

KB Parking Demand Final.wb3